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# China Mail

ESTABLISHED  
1845

No. 258

HONG KONG, SATURDAY, MARCH 31, 1928.

PRICE, \$3.00 Per Month.



N. LAZARUS  
Hong Kong's Only European Optician.  
(Established Over Forty Years)  
Manager—RALPH A. COOPER, M.A.O.A.  
Registered Optometrist by Canadian Govt. Exam.  
(Personal Attention).

## FIRST MOVE.

TROOPS CROSSING YANGTZE.

16,000 DESPATCHED.

Northerners Also Making Active Preparations.

MINOR NAVAL BATTLE ALREADY FOUGHT.

Sixteen thousand troops, in two batches, have been shipped across the Yangtze by the Nationalist Government evidently as the first move in the latest threat against the Peking Government. Of this number, 10,000 have not gone very far but the other 6,000 are destined for an assembly point in rear of the main base.

Meanwhile, the Northerners have not been idle. Whereas the Nationalist reinforcements are moving up the western sector of the front, 3,000 bandits have taken a minor naval port from the Nationalists. These bandits are believed to be acting in conjunction with the Peking forces.

From Swatow comes news of an improvement in the situation owing to the approach of military and naval help from Canton. Up-country, however, atrocities are still being committed by the Communists and, in one locality, the women have thrown themselves into wells rather than face the Red terror.

## SWATOW IMPROVEMENT.

Wuhu, Yesterday.  
Six thousand Nationalist troops have left this port for Pukow (which is on the north bank of the Yangtze River, opposite Nanking, the capital) and then up the Tientsin-Peking Railway to Fengpu. — British Naval Wireless.

[Note: Fengpu is on the Railway, leading up to the western sector of the front. The eastern sector is crossed by the Grand Canal, running up from Tsin-kangpu and is nearer the coast. Pukow is on the Hwai River, behind the Nationalist main base at Hsuehchow, over a 100 miles south of the Northern outposts. The 6,000 men are Yunnanese mercenaries from the 3rd Army in Kiangsi and their joining the war indicates gain of prestige by Chiang Kai-shek.]

10,000 More.  
Nanking, Yesterday.  
Ten thousand troops have crossed from Nanking to Pukow, on the opposite bank of the Yangtze. — British Naval Wireless.

[Note: A message published yesterday stated that 5,000 men of the 1st Army—Chiang Kai-shek's own men—had arrived at Nanking from Shanghai, taking their field guns with them.]

Bandits Help the North.  
Shanghai, Yesterday.  
It is reliably reported that 3,000 bandits, believed to be operating in liaison with the Northern (i.e., pro-Peking) forces in Shantung captured Haichow on March 26.

The Nationalist General Chen Tiao-yuan's army is going from Tsin-kangpu up the Grand Canal towards Haichow to reinforce the Nationalist garrison hitherto at Haichow. — Reuter.

[Note: Haichow is a port in the north of Kiangsu province.]

Encircling Movement.  
Tsin-kangpu, March 28.  
Bandits have recently been exceedingly active in this vicinity. On the night of March 23, serious fighting broke out between the troops of the 37th Nationalist Army and the local bandits, which resulted in the complete failure of the bandits to capture the city. Over 200 bandits were killed almost immediately and a large quantity of weapons of war and horses was captured. General Tan, Divisional Commander of the 37th Army, is still trying to effect an encircling movement in order eventually to annihilate the remaining bandits. The city magistrate of Huaiyinhsien has even succeeded in recovering more than 100 kidnapped men and women from the bandits' cave. — Kuo Wen.

## THE REDS.

Canton Reinforcements For Swatow.

Swatow, Yesterday.  
A slight improvement in the situation here is evident and the feeling of the people, following the approach of the Communists from the west, is now easier. — British Naval Wireless.

Private information received by the "China Mail" confirms the above. The political situation has

## IN MANCHURIA.

Hardships Caused By the Fengpiao.

SABOTAGE THREATENED.

Chang Tso-lin Demands From Provinces.

Mukden, Mar. 21.  
Although the Fengpiao (Manchurian Treasury note) has, for several weeks remained pretty stable at about 27 to the silver dollar, its unpopularity has not decreased and further adjustments seem necessary before equilibrium is reached. On March 10, the Mukden Arsenal workmen are reported to have demanded to receive 70 per cent. of their wages in large dollars and only 30 per cent. in fengpiao. This demand being refused by the management, the men threatened sabotage, whereupon the management offered 66 per cent. in silver, which offer is, however, said to have been rejected by the workmen. — Goods Traffic Revision.

Mukden, Mar. 21.  
Preliminary negotiations for the revision of the existing goods traffic agreements between the South Manchuria Railway Co., the Chinese Eastern Railway, and the Ussuri Railway have been recently opened at Harbin and are reported to be progressing favourably. The latest through freight protocol, signed in 1926, allows 45 per cent. of the goods-volume carried by the Chinese Eastern Railway to be shipped via Vladivostok and 55 per cent. via Dairen. The change in the situation brought about by the construction of several new railways, however, renders a revision of this agreement desirable for all parties concerned. — Money For Peking.

Mukden, Mar. 22.  
Generalissimo Chang Tso-lin is reported as having ordered the authorities of the Three Eastern Provinces to raise \$20,000,000 for remittance to Peking; Fengtien to be responsible for \$10,000,000, Kirin to contribute \$4,000,000 and Heilongkiang \$6,000,000. The Civil-Governor's Yamen in Fengtien has ordered the Salt Administration at Yingkow to remit their entire collections for the year, so as to be able to meet part of this demand. A new business-tax has also been imposed, the total amount payable each month now being \$6 per \$1,000 of capital, which is three times as much as before. — Reuter.

Korean Influx.  
Mukden, Mar. 23.  
In spite of the hardships and insecurity that the Korean land tenants in Manchuria have recently been confronted with, the immigration of Koreans still continues, a steady stream of them passing daily through Mukden. The daily arrivals number between 200 and 300.

Wireless Station.  
Harbin, Mar. 24.  
In view of the fact that the Harbin office of the North-Eastern Wireless Station has been despatching and receiving messages to and from various countries in Europe and America since March 20, Mr. Yagi, the Japanese Consul General here today lodged a protest with Mr. Tsai, Taoyin of this District, stating that this is an encroachment on the monopoly right acquired by the Mitsui Bussan Kaisha under the Shwanchiao Wireless Agreement, and demanding immediate suspension of the operation. — Toho.

its already big roll of victims. The opinion is held by thinking Chinese that these wholesale executions will do more to forward than to hinder the communist cause for, with the killing of each individual, there arise scores of potential communists in the persons of his friends and relatives. There is no doubt that many of the alleged communists are convicted on the most trivial evidence.

Canton Salt Revenue.

Peking, March 26.  
It is reliably reported that the negotiations with Canton have resulted in the restoration of the Salt collectorate to the foreign personnel with the right to retain from the revenues the expense of operating together with Tis. 1,000,000 annually to go towards the foreign loan services.

This is much better than the settlement with Nanking. The commonest comment here is that the Nanking Salt and Postal agreements safeguard the foreigners' positions while ignoring the political outlook.

## YUNNAN AFFAIRS.

Tailifu Captured by Govt. Troops.

SAFETY OF ROADS.

Adventures Of French Legion Deserters.

(From Our Own Correspondent.)

Yunnanfu, March 23.

The affairs of the province are progressing satisfactorily and a great improvement has taken place. Tailifu was captured by the Government troops on March 16. The road between Tailifu and Likiang is reported safe, and yesterday Dr. Rock and the American ex-Consul, Mr. Hagen, left with a strong escort for Likiang.

Mr. Chamberlain, the new American Consul, will arrive shortly to take over his duties. — Christians Attacked.

Tang San (cousin of the late Governor), who has been a thorn in the side of the Government in the west, is reported as being about to leave the province and proceed to Japan. He is now at Yurghang, which is south-west of Tailifu, and General Chang Chung is pursuing him, and the only way he can leave the province is through Burma. It remains to be seen whether he will be able to effect his escape.

The road to Tongchuan and Chaotung is reported safe for travelling, and the two places named are reported safe for foreign residents.

## WET WEEK END?

N.E. winds, fresh, overcast, some rain, in the official weather forecast until noon to-morrow.

sidence, but in spite of this, two native Christians who were sent from the capital on this same road were attacked and beaten at Yangling, which is only a little over 20 miles from the capital.

Apart from this route, all east of Tengyueh is reported as still in the danger zone.

New Administration.  
According to an unconfirmed rumour, the provincial Government is to be re-organised on April 1, and amongst the alterations are the following:—

The Bureau of Industry and Bureau of Communications are to be amalgamated, and will be called the Department of Construction, with Mr. Chang Pang-han at the head. Mr. Chang Pang-han is at present the Minister of Foreign Affairs.

The Department of Foreign Affairs is to be taken over by the present Mayor, Mr. Tsang Hwei-han.

The Tiao-yin of Mengtze has been offered the post of head of the Department of Finance.

It is also reported that the three posts of Tiao-yin of Tengyueh, Pu-erh, and Mengtze are to be abolished.

Foreign Legion Deserters.  
A short time ago, several men escaped from the Foreign Legion in Tongkin (French Indo-China). They made their way by rail to Yunnanfu, but when they had been here a few days, a few of them decided to return to Tongkin and surrender. The rest remained and the local Chinese officials helped them with funds so that they could live, until arrangements could be made for their departure. Those who remained comprised 18 Germans, two Austrians, and one Swiss, and during their stay in the capital, one German died.

The whole expense of the funeral was borne by the foreign community and he was given a decent burial in the Anglo-American cemetery, several of the foreign community attending. The Rev. F. J. Dymond, of the Methodist Mission conducting the service. The behaviour of the comrades of the deceased was exemplary, and spoke well for their feelings and discipline, they themselves digging the grave and filling it.

The remainder have now left for Canton, the balance of the subscriptions over the expenses of the funeral, being handed to them on their departure.

The capital is quiet, and people are glad to have so able a man as General Lung Yen in charge.

[Note: General Lung Yen has been in control of Yunnan for some time.]

political outlook.]

of resemblance.

## TWO FINISH.

Grand National Result.

TIPPERARY TIM.

Record Field Of 42; American Enthusiasm.

London, Yesterday.

The result of the Grand National was:—

Tipperary Tim (100/1) . . . 1  
Billy Barton (33/1) . . . 2  
Forty two ran, a record field. Only above two finished.

This year it was one of the most thrilling and most sensational races ever witnessed at Aintree. There was a huge cosmopolitan crowd, including the King and Queen of Afghanistan, as well as thousands of Americans, some of whom telephoned direct to America the news of the American Horse, Billy Barton, who fell at the last fence when leading, but was remounted.

At one of the obstacles two dozen horses were held up owing to loose horses dashing to and fro in front of the fence. There were no casualties. Following the Lincoln, this result was a wonderful turn-up for the bookmakers, but at least there is one happy backer in London who coupled the two winners at 21,000 to half a crown.

In addition to sending thousands of words of description by wireless and telephone the Americans "did" the National in sumptuous style. It is estimated that no fewer than 10,000 have come over to witness the National and the boat race, many on special trips allowing only a few hours' stay in England.

The Mersey is full of luxurious liners, which served as hotels and there was the new air service from Croydon with five planes, giving a 400 miles flight in return for £3. These left at ten in the morning and arrived back at London at 6.15.

Dutton, the rider of the winner, is a young Chester solicitor. — Reuter.

## NEW BANKNOTES.

SMALLER AND NEATER THAN BEFORE.

PUZZLING THE FORGERS.

One of the most common aspects of human nature was in evidence in the Hong Kong and Shanghai Banking Corporation this morning when word passed round among the Colony's army of shroffs that the Bank had an issue of new notes.

The new notes are for \$5 (brown) and \$10 (blue). They are easily recognisable because they are smaller than the old ones.

Those who had some handed out to them over the counter seemed very pleased with the attractive design.

The Watermark.  
As in the \$1 notes issued at China New Year, the great point of the new issue is the watermark with Britannia's head visible on both sides and the value (in numerals) under the design. The Bank's name, on the front, is embossed.

There need be no dispute about the serial letter and number. The old notes had the number in two places. The new ones have the numbers twice on the front and four times on the back.

The rainbow effect in the multi-coloured border has been retained and improved, the better to prevent forgery.

The \$5 notes are slightly smaller than the \$10, this intentionally to facilitate distinction.

An Old Scene.  
On the reverse, the old scene of the Bank's premises is on the new notes but, otherwise, the appearance is altogether different.

The Hon. Mr. A. C. Hynde's signature is lithographed as Chief Manager. Many of the staff share the signature over the words "Chief accountant," so that one need not be alarmed at seeing different signatures on two notes.

The issue is dated Oct. 1, 1927, but the notes were not put into circulation until to-day.

In short, they are a great improvement on the old type and will be very difficult indeed for forgers to resemble.

## OPIUM.

INCIDENTALS OF SMOKING.

GETTING THE HABIT.

De Quincey's "Wonderful Visions" Discredited.

HOW THE ADDICT IS MADE.

[By "Li Chung-yin."]

Two Court cases this week bring the topic of opium into prominence. At the Magistracy, one of the crew of a Douglas ship was fined over \$100,000; and at the Supreme Court there has been the Lobo v. Lee Hysan libel case in connection with a petition to the Macao Government.

A Bill to amend the Dangerous Drugs Ordinance has come up before the Legislative Council, following a decision by the League of Nations at Geneva. Some of the clauses which are to strengthen the Drugs Ordinance are based on the Opium Ordinance.

It is not intended in this article to deal with the technical aspect of the opium question. Within the space permissible, it is hoped to give a little information about the lesser known incidentals of opium smoking as it is done in South China.

## "ROLLING A PILL."

First of all, for the benefit of non-Chinese who have heard of the fallacy, it should be stated that there is no truth whatever in De Quincey's fairy-tale of the wonderful visions attached to opium smoking. At least there is no glorious dream to be derived as an after effect from smoking the drug at the present time; there may have been fanciful flights before the potency of prepared opium was drastically reduced.

Prepared opium is sold for smoking in Hong Kong, Macao and in Kwangtung province, under the control of the respective authorities and under varying systems of control.

Jumping at Conclusions.  
But be it Hong Kong, Macao or Canton, there is no opium addict who can tell of those supposedly refreshing symptoms which De Quincey described so graphically.

There must be a reason for this common, if ill-founded belief. Opium is generally smoked at night because that is the time for leisure. Opium smoking is a more laborious business than many imagine. It takes time and for that reason, an opium smoker seldom gets enough sleep. When he is not smoking, he is having a doze—a doze not because of De Quincey's visions but because he needs sleep for physical reasons. A foreigner venturing into an opium den will see half the inmates in slumber and forthwith concludes that they are enjoying the dreams which Lamb wrote about.

Mothers of Old Days.  
The technical aspect must be left to medical men. But some say that opium is stimulative. In a degree, yes, but the majority of regular smokers say that the main effect is deadening of the nerves.

Before the influence of the Occident penetrated to Chinese homes, it used to be the right thing for fond mothers to encourage pampered sons to become opium addicts. Their motive was to keep a young man away from mischief. Once he had fallen into the habit, he stayed at home smoking and was therefore prevented from entanglement of any kind. His duty to the family could be better carried out by his remaining in the house.

How to Become an Addict.  
However, it is more difficult to become an habitue than is often supposed. Foreign ladies who have asked to see opium smoked have gone in horror, believing that standing a few yards from the pipe will be fatally infective.

Individual constitution is the governing factor. This remark, like others in the article, is from the layman's point of view. But from experience it has been invariably found that it takes anything from three months and more to get the opium habit.

Why, then, is it done?—one may well ask. Some suggest that its medical properties are beneficial. Many a person with lung trouble has been told to smoke opium. Because the drug deadened the nerve and thus eased the suffering, it was thought to be a cure.

The Easiest Way.  
The easiest way to become an addict is to smoke a few pipes at the same time, in regular doses.

Souvenir Set for \$5.  
An opium set which will serve as a souvenir, but hardly for actual use, should cost from \$5 to \$10 in Paddy's Market. It consists of:—a wooden tray, of imitation blackwood; a lamp with a lead bottom, glass globe to contain the ground-nut oil; wick and stem, and a glass chimney; a bamboo pipe; a clay bowl; two needles for "cooking," usually made from ladies' hat pins; and a hook and knife to clean out the dross. But do not feel as a curiosity 100 years old pipe with knobby attachments. It does not exist.

Rolling a Pill—an Art!  
It has been stated that opium smoking is laborious. A regular smoker takes from two to three minutes to "cook" a "pill" for each pipe and then another minute or so to smoke it! And it is not as easy as it sounds. One needs to become dexterous to be able to prepare a pipe. The paraphernalia and the opium is such that slight under-cooking or over-heating will entirely spoil the valuable portion for a pipe. In fact, it can be said that "rolling a pill" (as it is called in America) is an art. And it takes months and months for a novice to become proficient. A satisfactory draw on the pipe which, incidentally, is usually of bamboo, is impossible unless the dried pill (made from the liquid "prepared" opium) is done to a nicety and fits exactly.

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Large Airy Room, well furnished,  
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modern sanitation, excellent culi-  
sine. Moderate Terms. Phone  
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Kellett, 5-roomed concrete house.  
All modern conveniences. Rain  
proof. Would consider let from 1st  
May. Apply:—Hastings, Denny &  
Bowley, No. 8, Des Voeux Road  
Central.

TO LET.—Opportunity These Go-  
ing Leave. Friend May Inspect  
HOUSE, Fur. H.C. E.L. Healthy  
Open Situation, Streatham. Ideal  
Children. Half Hour Trafalgar  
Square, Etc. Particulars—Callan,  
Penang, Malaya.

**WANTED.**

WANTED IMMEDIATELY.—A  
Chinese shroff, must have slight  
knowledge in English. A security  
of \$300 required. State salary  
wanted. Apply Box No. 540, c/o  
"China Mail."

**FOR SALE.**

FOR SALE.—One 35 h.p. twin  
cylinder Gas Engine, with gas  
producer, complete. One 25 k.w.  
three wire 460/230 V. D.C. gen-  
erator, with switchboard complete.  
One 19 h.p. Gas engine, with gas  
producer, complete. One 10 k.w.  
220 V. D.C. generator, with  
switchboard complete. For fur-  
ther particulars, address: Stout  
Memorial Hospital, Wuchow,  
Kwangsi, South China.

FOR SALE.—One brass "Hung  
Ming" pan of the Chinese Han  
Dynasty with automatic springs.  
Price \$1,000.00. Apply Box No. 487,  
c/o "China Mail."

**MISCELLANEOUS.**

YOUR VISITING CARDS neatly  
and promptly printed.—"China  
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Telephone Central 22.

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WESTOVER — STEVENAGE.  
Within an hour from London.  
In healthy neighbourhood. SCHOOL  
for GIRLS and SMALL BOYS. A  
few Boarders received in the House  
of the Principal. Individual care  
and attention. For Particulars  
apply to:

MISS RUTH CULLEY  
(Camb. Higher Local).  
(Camb. Teachers' Diploma).  
MISS GERTRUDE TURNER  
(National Model Higher  
Certificate).

**LESSONS IN CHINESE.**

MR. LI HON FUN begs to state  
that he has been a teacher of  
Chinese to European Officers and  
Merchants in Hong Kong for more  
than twenty years, that he has had  
considerable experience in training  
students for examinations in Chinese,  
and holds first-class certificates.  
Persons wishing to study the  
Chinese language are requested to  
communicate with him at No. 104,  
Praya East, first floor.  
Terms moderate.

**A REAL BARGAIN.**

THE OLD ORIGINAL  
**CHEFOO STAMPS**  
UNUSED GENUINE SPECIMENS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519  
c/o "China Mail"

**NOTICES.****NOTICE OF REMOVAL.**

We have This Day removed:  
OUR OFFICE: To Bank of Can-  
ton Building, 2nd Floor, Room No.  
29D.  
OUR AUCTION ROOM: To  
French Bank Building Basement.  
**HUGHES & HOUGH, LTD.**  
March 30, 1928.

**DOUGLAS STEAMSHIP CO.  
LIMITED.**

THE ORDINARY GENERAL  
MEETING of the above Com-  
pany will be held at the  
Company's Office, P. & O. Build-  
ing, on MONDAY, the 2nd of  
April, 1928, at 11 a.m.  
The TRANSFER BOOKS of the  
Company will be CLOSED from the  
29th of March to 2nd of  
April, both days inclusive.  
**DOUGLAS LAPRAIK & CO.,**  
General Managers.  
Hong Kong, March 21, 1928.

**GREY & HAWKER.  
NOTICE.**

AS on and from the 1st April,  
1928, the Undersigned will  
carry on in Partnership under the  
firm name of GREY & HAWKER  
the business of the Architectural  
Department of the Hong Kong  
Realty and Trust Company, Ltd.  
Address: 2nd floor, Exchange  
Building, Des Voeux Road Central,  
Hong Kong.  
Telephone No.: Central 4413.  
Telegrams: "Greyplan, Hong  
Kong."

GEO. W. GREY,  
Chartered Architect.  
J. BENTLEY HAWKER,  
Chartered Surveyor.  
Hong Kong, 30th March, 1928.

**LAMMERT BROS.****AUCTIONEERS, APPRAISERS  
AND SURVEYORS.****—Public Auctions—**

THE undersigned have received  
instructions to sell by Public  
Auction

ON  
MONDAY, the 2nd April, 1928,  
at 11 o'clock a.m.,  
at Godown No. 9, The Hong Kong  
& Kowloon Wharf & Godown  
Co., Ltd., Kowloon  
(for account of the concerned)  
50 Bales Printing Paper  
(more or less damaged.)  
Terms:—Cash on Delivery.  
**LAMMERT BROS.**  
Auctioneers.  
Hong Kong, 31st March, 1928.

THE Undersigned have received  
instructions to sell by Public  
Auction

ON  
THURSDAY, the 5th April, 1928,  
Commencing at 2.30 p.m.  
at their Sales Room, Duddell Street.  
A Valuable Collection of  
CURIOS.

Comprising:—  
Old Porcelain 5-Coloured Bowls  
and Plates, Lacquer Vases and  
Screens, Blackwood Cabinet, Ivory  
Figures, Jade, Crystal and Bronze  
Articles, Chinese Hand Paintings,  
Lanterns, Mandarin Coats, Snuff  
Bottles, etc., etc.  
Catalogues will be issued.  
On View from Wednesday, the  
4th April, 1928.  
Terms:—Cash on Delivery.  
**LAMMERT BROS.,**  
Auctioneers.  
Hong Kong, March 31, 1928.

**NOTICES.****HONG KONG ENGINEERING &  
CONSTRUCTION COMPANY,  
LIMITED.****NOTICE OF MEETING.**

NOTICE IS HEREBY GIVEN  
that the SIXTH ORDINARY  
YEARLY MEETING of Sharehold-  
ers of the Hong Kong Engineering  
& Construction Company, Limited,  
will be held in the Offices of  
Messrs. Shewan, Tomes & Co., St.  
George's Building, Chater Road,  
Hong Kong, on SATURDAY, the  
14th day of April, 1928, at 11.00  
a.m. for the purpose of receiving  
the Report of the Board of Direc-  
tors and a Statement of Accounts  
for the year ended on the 31st  
December, 1927, and of electing  
Directors and Auditors.  
The TRANSFER BOOKS of the  
Company will be CLOSED from the  
8th to the 14th April, both days  
inclusive.

By Order of the Board,  
**S. COURTNEY COOK,**  
Secretary.  
Hong Kong, 31st March, 1928.

**THE HONG KONG ELECTRIC  
COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN  
that a further EXTRA-  
ORDINARY GENERAL MEET-  
ING of the Company will be held  
at P. & O. Building, Victoria,  
in the Colony of Hong Kong at 12.30  
o'clock in the afternoon on MON-  
DAY, the 2nd day of April,  
1928, for the purpose of consider-  
ing and, if thought fit, confirming  
the following Resolution passed as  
an Extraordinary Resolution on the  
16th day of March, 1928 as a  
Special Resolution:—

"That the capital of the Company  
be increased from its pre-  
sent capital of \$3,000,000  
("Hong Kong Currency")  
divided into 300,000 shares  
of \$10 each, to \$6,000,000  
("Hong Kong Currency")  
divided into 600,000 shares  
of \$10 each and that such  
additional shares shall rank  
"in all respects pari passu  
with the original capital of  
the Company."

AND NOTICE IS HEREBY  
FURTHER GIVEN that a fur-  
ther Extraordinary General  
Meeting of the Company will  
be held at the same place on  
MONDAY, the 2nd day of April,  
1928, at 12.40 o'clock in the  
afternoon or so soon there-  
after as the above Meeting shall  
have terminated for the purpose  
of considering and, if thought fit,  
passing the following Resolutions,  
namely:—

1. "That the Directors be, and  
they are hereby, authorised to  
"capitalise the sum of \$1,500,-  
"000 profits of the Company  
"standing to the credit of the  
"Company's Reserve Fund and  
"to allot to the members hold-  
"ing shares of the Company as  
"on the 1st day of July 1928,  
"in respect of the net amount  
"capitalised fully paid shares  
"of the Company of equivalent  
"nominal value in the propor-  
"tion of one share for every two  
"shares of the Company then  
"held by such persons respec-  
"tively and that such shares so  
"allotted shall rank for divi-  
"dends as from the 1st day of  
"July 1928."

2. "That if, on such distribution  
"as aforesaid, any person would  
"be entitled to a fraction of a  
"share, the Directors shall, in  
"lieu of issuing fractional cer-  
"tificates, cause the whole  
"share to be allotted to a per-  
"son or persons to be named by  
"the Directors and such share  
"may, at such time as the  
"Directors think fit, be sold and  
"the proceeds distributed  
"amongst the persons entitled  
"to the fractions making up the  
"share."

Dated the 26th day of March 1928.  
By Order of the Board,  
**GIBB, LIVINGSTON & CO. LTD.**  
Agents.

**THE BANK OF CANTON,  
LIMITED.**

NOTICE IS HEREBY GIVEN  
that the SEVENTEENTH  
ORDINARY ANNUAL GENERAL  
MEETING of Shareholders of the  
Company will be held at the Head  
Office, No. 6, Des Voeux Road,  
Central, Hong Kong, on WEDNES-  
DAY, the 4th April, 1928, at 2.30  
p.m. for the purpose of receiving  
the Report of the Directors to-  
gether with a Statement of Ac-  
counts for the year ending 31st  
December, 1927.

The TRANSFER BOOKS of the  
Company will be CLOSED from the  
20th March, 1928, to the 4th  
April, 1928 (both days inclusive),  
during which period no transfer  
of shares can be registered.  
By Order of the Board,  
**LOOK POONG SHAN,**  
Chief Manager.  
Hong Kong, 19th March, 1928.

**NOTICES.****HONG KONG & MALAYAN  
CHINESE INTERPORT  
FOOTBALL.**

Hong Kong Chinese vs. Malayan  
Chinese.  
Sunday, April 1st, 1928  
Hong Kong Football Club Ground,  
Happy Valley, 4.30 p.m.

TICKETS for reserved Seats for  
the above game can be had at  
the following Associations at \$2.00  
each for covered stand, \$1.00 each  
for uncovered stand up to Satur-  
day noon, March 31st:

Chinese Athletic Ass'n Office—  
1st floor, Bank of Canton Building,  
—Phone C.2706.  
South China Athletic Ass'n—7th  
floor, China Building.—Phone  
C.4696.

Hong Kong Chinese Amateur  
Athletic Federation.  
Hong Kong, March 30, 1928.

**HONG KONG FOOTBALL CLUB.****HONG KONG & MALAYAN  
CHINESE INTERPORT  
FOOTBALL.**

Hong Kong Chinese vs. Malayan  
Chinese.  
Sunday, April 1st, 1928  
Club Ground, 4.30 p.m.

MEMBERS who wish to attend  
this game are requested to  
present their membership cards at  
the members' entrance for admis-  
sion.

H. M. McTAVISH,  
Hon. Secretary.  
Hong Kong, March 30, 1928.

**ST. STEPHEN'S COLLEGE.****ANNUAL SPORTS.**

MONDAY, 2nd APRIL,  
on  
UNIVERSITY RECREATION  
GROUND.  
Old Boys' 220 Yds. Race.  
at 4.30 p.m. Post entries.  
All Old Boys cordially invited.

**HONG KONG BASEBALL  
ASSOCIATION.**

THE ANNUAL MEETING of the  
Hong Kong Baseball Associa-  
tion will be held at the American  
Consulate General, 5.30 p.m., WED-  
NESDAY, April 4th, 1928.  
All interested are requested to  
attend.

HIN WONG  
Hon. Secretary.  
March 27, 1928.

**MACAO RACE CLUB.**

DRAFT PROGRAMMES and  
ENTRY FORMS of the  
SEVENTH EXTRA RACE MEET-  
ING to be held on SUNDAY, 15th  
April, 1928 (WEATHER PERMIT-  
TING) can be obtained upon ap-  
plication to The International Race  
and Recreation Club of Macao,  
Ltd., Hong Kong Jockey Club,  
Causeway Bay Stables, and Roxor  
Advertising Co., 3rd Floor, Ex-  
change Building, Hong Kong.  
Entries will close on TUESDAY,  
3rd April, 1928, at 1 p.m.

**FANLING HUNT  
STEEPLECHASES.**

SATURDAY, 31st MARCH, 1928.  
First Race 3 p.m.

Admission: Public Enclosure \$1.00.  
Ladies Free.

Admission to Subscribers En-  
closure on production of badge only.  
Subscribers can introduce Two  
Ladies Free and Two Non-members  
at \$6.00 Each.

Tickets obtainable from Dr. F.  
Pierce Grove, Alexandra Buildings.  
SPECIAL TRAINS leave Kow-  
loon 2.00 p.m. Return from Fan-  
ling 6.00 p.m. Return Fare 1st  
Class \$1.50, 2nd Class 90 cents.  
FREE PARKING FOR MOTOR  
CARS.



Does it seem to you that you can't stand  
another minute of that awful burning itch?  
That it must be cooled?  
That you must have relief?  
Get a bottle of this liquid wash, and just  
sponge it over the affected parts.  
The very first drops stop that awful burning  
itch!  
The first drops soothe and heal!  
The first drops give you a feeling of comfort  
that you have never enjoyed for months, or per-  
haps years.  
At all good chemists' shops, druggists, etc.  
Distributors: Muller & Phipps, 5, Queen's  
Road, Hong Kong.

# NEW TIME TABLES

## OF THE

### KOWLOON MOTOR BUS SERVICES

The public are hereby notified that the following Time Tables have been approved by the  
Police Dept. and the services will be inaugurated on April 1st, 1928.

**KOWLOON MOTOR BUS COMPANY.**

ROUTE No.	ROUTE.	LEAVING STAR FERRY.	LEAVING LAI CHI KOK.	SERVICE.
2.	Star Ferry to Lai Chi Kok via Nathan and Tai Po Roads.	6.29 a.m. to 10.49 p.m. Late Buses 11.29 p.m. 11.59 p.m.	6.01 a.m. to 10.21 p.m. Late Buses 12.01 a.m. 12.11 a.m.	Every 10 Minutes.
6.	Star Ferry to Kowloon City via Nathan and Price Edward Roads.	5.58 a.m. to 6.28 a.m. 6.28 a.m. to 10.28 p.m. 10.28 p.m. to 12.28 a.m.	LEAVING KOWLOON CITY. 6.03 a.m. to 10.34 p.m. 10.34 p.m. to 12.14 p.m.	Every 10 Minutes. " 5 " " 15 " " 5 " " 15 "
8.	Star Ferry to Kowloon Tong via Nathan, Prince Edward and Montague Ede Roads.	6.27 a.m. to 10.57 p.m. 10.57 p.m. to 12.42 a.m.	LEAVING KOWLOON TONG. 6.07 a.m. to 10.57 p.m. 10.57 p.m. to 12.17 a.m.	Every 10 Minutes. " 15 "
9.	Star Ferry to Argyle Street, Mongkok: via Nathan Road (Rush hours only) Sundays & Holidays excepted.	8.05 a.m. to 9.35 a.m. 1.05 p.m. to 2.35 p.m. 5.05 p.m. to 6.05 p.m.	LEAVING MONG KOK. 8.30 a.m. to 9.50 a.m. 1.20 p.m. to 2.50 p.m. 5.20 p.m. to 6.20 p.m.	Every 10 Minutes. " " " " " " " " "
10.	Star Ferry to Kowloon City via Canton Road, Shanghai Street & Prince Edward Road.	6.17 a.m. to 9.27 p.m. 9.27 p.m. to 10.03 p.m.	LEAVING KOWLOON CITY. 6.04 a.m. to 10.34 p.m.	Every 10 Minutes. " 15 "

LAM MING FAN.

Secretary.

Kowloon Motor Bus Co., Ltd.

**CHINA MOTOR BUS CO.**

ROUTE No.	ROUTE.	LEAVING STAR FERRY.	LEAVING SHAM SHUI PO.	SERVICE.
1.	Star Ferry to Sham Shui Po via Nathan, Prince Edward and Lai Chi Kok Roads.	5.57 a.m. to 7.47 a.m. 7.47 a.m. to 10.57 p.m. 10.57 p.m. to 12.42 a.m. 1.12 a.m. Special Bus.	5.57 a.m. to 7.47 a.m. 7.47 a.m. to 10.57 p.m. 10.57 p.m. to 12.22 a.m.	Every 10 Minutes. " 5 " " 15 "
7.	Star Ferry to Kowloon Hospital via Nathan Road, Argyle Street, Ho Mun Tin and Waterloo Road.	7.27 a.m. to 9.27 p.m.	LEAVING KOWLOON HOSPITAL. 7.27 a.m. to 9.27 p.m.	Every 20 Minutes.
9.	Star Ferry to Argyle Street Mong Kok via Nathan Rd. (Rush hours only) Sundays and Holidays excepted.	7.51 a.m. to 9.21 a.m. 12.51 p.m. to 2.01 p.m. 4.41 p.m. to 5.51 p.m.	LEAVING MONG KOK. 7.36 a.m. to 9.06 a.m. 1.06 p.m. to 2.16 p.m. 4.56 p.m. to 6.06 p.m.	Every 10 Minutes. " 10 " " 10 "
11.	To Kwa Wan to Sham Shui Po via Kowloon City Road, Hung Hom, Chatham Road, Gascoigne Rd., Canton Rd., Shai St., & Lai Chi Kok Rd.	LEAVING TO KWA WAN. 6.00 a.m. to 9.10 p.m. 9.10 p.m. to 11.25 p.m.	LEAVING SHAM SHUI PO. 6.05 a.m. to 9.15 p.m. 9.15 p.m. to 11.45 p.m.	Every 10 Minutes. " 15 "
12.	Star Ferry to Sham Shui Po via Canton Rd., Reclamation St., Mong Kok Rd., Shai St., & Lai Chi Kok Road.	LEAVING STAR FERRY. 6.18 a.m. to 9.28 p.m. 9.28 p.m. to 11.58 p.m.	LEAVING SHAM SHUI PO. 6.18 a.m. to 9.28 p.m. 9.28 p.m. to 11.58 p.m.	Every 10 Minutes. " 15 "

NGAN SHING KWAN,

Manager.

China Bus Co.

**KAI TACK MOTOR BUS CO., (1926), LTD.**

ROUTE No.	ROUTE.	LEAVING STAR FERRY.	LEAVING KOWLOON CITY.	SERVICE.
3.	Star Ferry to Kowloon City via Chatham and Gascoigne Roads.	5.47 a.m. to 9.25 p.m. 9.25 p.m. to 12.42 a.m.	5.25 a.m. to 9.20 p.m. 9.20 p.m. to 12.20 a.m.	Every 10 Minutes. " 15 "
4.	Yaumati to Kowloon City From Po Hing Theatre via Gascoigne and Chatham Roads.	LEAVING YAUMATI. 5.50 a.m. to 12.45 a.m.	LEAVING KOWLOON CITY. 5.30 a.m. to 12.25 a.m.	Every 10 Minutes.
5.	Yaumati to Hung Hom From Po Hing Theatre via Gascoigne and Chatham Roads.	LEAVING YAUMATI. 5.50 a.m. to 12.50 a.m.	LEAVING HUNG HOM. 5.45 a.m. to 12.35 a.m.	Every 10 Minutes.

HO SIU WOON,

Manager.

Kai Tack Motor Bus Co. (1926), Ltd.

Route 1. Star Ferry to Sham Shui Po.	Route 7. Star Ferry to Kowloon Hospital.
2. Star Ferry to Lai Chi Kok.	8. Star Ferry to Kowloon Tong.
3. Star Ferry to Kowloon City.	9. Star Ferry to Mong Kok.
4. Yaumati to Kowloon City.	10. Star Ferry to Kowloon City.
5. Yaumati to Hung Hom.	11. To Kwa Wan to Sham Shui Po.
6. Star Ferry to Kowloon City.	12. Star Ferry to Sham Shui Po.

Approved

E. D. C. WOLFE,

Capt. Sup. of Police.

Hong Kong, March 28, 1928.



## DODWELL &amp; COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOLTON CASTLE" ... Sails on or about 10th April.  
M.V. "TOLEDO" ... Sails on or about 25th April.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.  
REDUCED PASSAGE RATES.BRINDISI, VENICE & TRIESTE ... £72.10.0.  
LONDON ... £80.0.0.

## NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE &amp; MOI.

From Hong Kong.  
S.S. "VENEZIA" ... Sails on or about 1st April.  
M.V. "REMO" ... Sails on or about 26th April.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.  
M.V. "ROMOLO" ... Sails on or about 3rd April.  
S.S. "VENEZIA" ... Sails on or about 1st May.  
M.V. "REMO" ... Sails on or about 29th May.

## NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.S.S. "UMONA" ... Sails from Calcutta 1st Apr.  
S.S. "UMVOLOSI" ... Sails from Calcutta 3rd May.  
Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

Our Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD., Agents.

Telephone Central 1030.

## N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £102, £85, via San Francisco.

G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu.

TENYO MARU ... Tuesday, 3rd April.

KOREA MARU ... Tuesday, 17th April.

\*Call Keelung.

LONDON via Singapore, Suez, Marseilles &amp; Ports.

HAKONE MARU ... Saturday, 7th April.

SUWA MARU ... Saturday, 21st April.

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

AKI MARU ... Wednesday, 25th April.

BOMBAY via Singapore, Penang, &amp; Colombo.

AWA MARU ... Wednesday, 11th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico &amp; Panama.

BOKUYO MARU ... Thursday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town &amp; Ports.

HAKATA MARU ... Tuesday, 10th April.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ... Sunday, 15th April.

LIVERPOOL via Singapore, Colombo, Port Said &amp; Ports.

LIMA MARU ... Saturday, 14th April.

CALCUTTA via Singapore, Penang &amp; Rangoon.

NAGANO MARU ... Sunday, 8th April.

NAGASAKI, KOBE &amp; YOKOHAMA.

MISHIMA MARU ... Friday, 20th April.

SHANGHAI, KOBE &amp; YOKOHAMA.

WAKASA MARU (Kobe direct) ... Saturday, 31st March.

HAKOZAKI MARU ... Monday, 2nd April.

TOTTORI MARU (Moi direct) ... Monday, 2nd April.

\*Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

MAIL AND CARGO STEAMERS TO AND FROM  
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

CHENONCEAUX ... 10th Apr.  
ATHOS II ... 24th Apr.  
D'ARTAGNAN ... 8th May.  
G. METZINGER ... 22nd May.

For Shanghai and Japan

CHENONCEAUX ... 10th Apr.  
ATHOS II ... 24th Apr.  
D'ARTAGNAN ... 8th May.  
G. METZINGER ... 22nd May.

From Dunkirk, Antwerp, London

CAPT. FAURE (Cargo) 24th Apr.

For Shanghai, Japan and North

China

CAPT. FAURE (Cargo) 24th Apr.

For Marseilles

PAUL LECAT ... 10th Apr.  
ANDRE LEBON ... 24th Apr.  
CHENONCEAUX ... 8th May.  
ATHOS II ... 22nd May.  
D'ARTAGNAN ... 5th June.

For Rotterdam, Hamburg, Dunkirk

YALOU (Cargo) 1st week Apr.

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES.

Telephone: C. 651 and 740

8, QUEEN'S BUILDING.

## SHIPPING

## SECTION.

## FASTER SHIPS.

FOR GOTHENBURG-LONDON  
TRAFFIC.

## SUGGESTED INTRODUCTION

The Swedish Lloyd Shipping Company has made application to the Government for financial assistance for the improvement of steamship communication between Gothenburg and London. It is the intention of the company to construct two new passenger ships having a speed of from 16 to 16½ knots, which would cover the distance between Gothenburg and Tilbury in much less time than is now occupied by the present ships, while the new pier being built at Tilbury would make landing more convenient and the journey to London quicker.

It is calculated that the new ships would involve an expenditure of 6,600,000 kr., of which it is suggested a sum of 3,000,000 kr. should be granted out of the Ship Loan Fund and 1,600,000 kr. would be provided by the company. It is urged that the difference of 2,000,000 kr. should be advanced also by the State in the form of another loan.

The question as to whether an improvement of Swedish communication with England is of such general and important interest to warrant not only the somewhat unusual loan conditions put forward by the company, but also to warrant the sanction of the loan of 2,000,000 crowns, is answered by Göteborgs Handels- och Sjöfartsväsende, which foresees an increase both in the passenger traffic and the turnover in goods as a result of the realisation of the scheme.

## HAMBURG-AMERIKA LINE.

The motor liners "St. Louis" and "Milwaukee," building for the Hamburg-Amerika Line, will be ready in November, 1928, and January, 1929, respectively. They will have a loading capacity equivalent to 360,000 cubic ft. and their normal speed will be 16 knots. The accommodation is for 420 first class, 277 tourist passengers, and 430 in the third class.

Aground on Askew Spit sand-bank, in the Mersey, during mail week, the oil tanker "Varand" (6,000 tons) has been towed off.

## AMERICAN AUSTRALIA ORIENT LINE.

Operated for  
U. S. Shipping Board  
By SWAYNE & HOYT, INC.  
FOR SAN FRANCISCO & LOS ANGELES.

S.S. "WEST SEQUANA" Apr. 6  
S.S. "WEST CAJON" Apr. 18  
S.S. "MONTAGUE" Apr. 29  
For full information apply to—  
SWAYNE & HOYT, INC.  
L. EVERETT, Inc.  
General Agents

## TWO NEW SHIPS.

CASTLE LINE, NEW YORK &  
FAR EAST.

## CARGO AND PASSENGERS.

The Dodwell Castle Line fleet plying between New York and Oriental ports, via the Panama Canal, will be reinforced through the addition of two new twin-screw motor vessels.

The vessels are the "Graystock Castle," which was launched from the Birkenhead shipyard, Liverpool, last December, and its sister-ship, the "Muncaster Castle," which was launched last February.

## Passenger Accommodation.

Both vessels are equipped primarily for carrying cargo, although they can offer accommodations for a limited number of cabin passengers.

The "Graystock Castle" will be the first of the two new vessels to visit the Orient, being scheduled to leave New York about April 15 and to arrive in Manila on or about May 15. She will come by way of the Panama Canal and through the ports of China.

Both the "Graystock Castle" and the "Muncaster Castle" are 425 feet in length, 56 feet in breadth, and have a displacement of approximately 13,000 tons. Their estimated speed is 14 knots. Both are built of steel, constructed on the Isherwood combination system of framing with straight stem and elliptical stern.

## Replace Older Ships.

Each ship has two complete steel decks running all fore and aft, with fore-castle, long bridge and poop decks in addition. Five large holds are available for cargo in addition to five between deck spaces, all with large hatches. Two deep tanks are fitted amid-ship for the carriage of oil. Steel derricks are provided for working the cargo, one for 30-ton lifts, ten for 8-ton lifts two for 5-ton lifts. The two new vessels replace older craft which have been in service.

## FAST CARGO SHIPS.

According to "The Motor Ship," the introduction of the oil engine has led to an increase in the speed of cargo vessels to an extent that is probably not generally realised. At present, whereas the average speed of cargo vessels is from 10 to 11 knots, there are 40 motor cargo ships on order specified to maintain a speed of at least 14 knots when fully laden. Of these 17 are to average 14 knots, eight 14½ knots, seven between 15 and 16 knots, whilst six are to be 16-knot ships, and two will have a mean speed of 16½ knots.

## CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Andre Lebon" are advised to send in all claims to the Agent before April 2.

## HAIHO COLLISIONS.

UNFORTUNATE CHAPTER OF  
ACCIDENTS.

## RAPID SILTING UP

Tientsin, March 13.  
About 10.25 a.m. yesterday, the China Merchants' vessel "Hainkong" had just finished swinging round in the lower swinging berth in the Tientsin harbour when the steam-tug "Stirling," towing the lighter "Thistle," tried to pass with the result that the lighter sheered into the "Hainkong" making a hole in her amidships above the waterline. Very slight damage was experienced by the "Thistle." Shortly afterwards the "Peichang" belonging to the North China Steamship Co. also tried to pass and was set by the strong ebb-tide on to the stern of the "Hainkong" doing some damage to this part of that vessel.

## Superstructure Damage.

The "Peichang's" superstructure on the port side was considerably damaged.

It is disappointing to learn that the freshets which were expected to increase the depth of the Haiho River have not produced that effect. The Haiho is receiving the silt-laden water of the Hunho with the result that the depth of the River has decreased by 18 inches during the last 30 hours. It is feared that there will be a continual silting up as long as the Hunho continues to discharge its water into the Haiho and that therefore there is little possibility of steamers reaching the Bund for some time to come.—"P. & T. Times."

## OIL POLLUTION.

SWEDISH ASSOCIATION'S  
RESOLUTION.

In the course of a communication to the Swedish Board of Commerce the Swedish Harbour Association recommends that Sweden should associate itself with the proposal for the conclusion of an international convention concerning the prevention of oil pollution in navigable waters, as suggested by the Washington conference in June, 1926. This question has long been discussed by the association, and in certain harbour regulations there have been incorporated rules with a veto on the discharge of oil or oily water in the ports or harbour districts. Such rules, however, have not been complete, so that, in the opinion of the association, legislation is required. The specially large increase in later years of the number and tonnage of oil driven or oil carrying ships is considered also to speak in favour of such legislation being carried through soon. That the same should be of an international character is obviously of great importance. The association assumes that special regulations would be provided for small ships, because these frequently contribute materially to the pollution of harbours with oil, and that penalties would be fixed for failure to observe the prescribed regulations.

## CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.  
TO VICTORIA & VANCOUVER.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Yokohama	Yokohama
	Leave	Leave	Leave	Leave	Leave	Leave
EMPERESS OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 1	May 4
EMPERESS OF RUSSIA	May 9	May 12	May 15	May 18	May 22	May 25
EMPERESS OF ASIA	May 30	June 2	June 5	June 8	June 12	June 15
EMPERESS OF CANADA	June 13	June 16	June 19	June 22	June 26	June 29
EMPERESS OF RUSSIA	July 4	July 7	July 10	July 13	July 17	July 20
EMPERESS OF ASIA	July 18	July 21	July 24	July 27	Aug. 1	Aug. 4
EMPERESS OF CANADA	Aug. 7	Aug. 10	Aug. 13	Aug. 16	Aug. 20	Aug. 23
EMPERESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 7	Sept. 11	Sept. 14
EMPERESS OF ASIA	Sept. 18	Sept. 21	Sept. 24	Sept. 27	Oct. 1	Oct. 4

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

## SPECIAL FARES TO EUROPE

£120 £112 £85

All first and second class rooms on the "Empress of Canada," "Empress of Asia" and "Empress of Russia" are fitted with hot and cold running water.

## HONG HONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Apr. 10	Apr. 12	Apr. 14	Apr. 16
Apr. 27	Apr. 29	May 5	May 7

## CANADIAN PACIFIC EXPRESS

## TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."  
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
ALASKA MARU ... Monday, 9th April.	
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
LAPLATA MARU ... Friday, 27th April.	
BOMBAY—Via Singapore and Colombo.	
SHUNKO MARU (Calls at Karachi) Thursday, 5th April.	
BORNEO MARU (Calls at Penang) Thursday, 10th April.	
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR ...	
NOMBASA—Via Singapore and Colombo.	
CANADA MARU ... Saturday, 31st March.	
CALCUTTA—Via Singapore, Penang and Rangoon.	
SEATTLE MARU ... Friday, 27th April.	
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.	
ARIZONA MARU (From Shanghai) Saturday, 7th April.	
HAIPHONG—Via HONGKONG & PAKHOI.	
MENADO MARU ... Thursday, 12th April, 10 a.m.	
NEW YORK—Via Japan ports, San Francisco & Panama.	
JAPAN PORTS	
SOURABAYA MARU ... Wednesday, 28th March.	
ANDES MARU ... Friday, 18th April.	
KERLING Via SWATOW & AMOY.	
HOZAN MARU ... Sunday, 8th April 11 a.m.	
KISHU MARU ... Sunday, 15th April 11 a.m.	
TAKAO—Via SWATOW & AMOY	
DELTA MARU ... Thursday, 5th April 10 a.m.	
BATAVIA MARU ... Monday, 30th April.	
CANTON	
DELI MARU ... Saturday, 31st March.	

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## MOVEMENT OF STEAMERS.

The E. & A. s.s. "Aratura," left Manila for this port on March 29 at p.m. with the outward Australian Mails, and is due here tomorrow at about daylight.  
The C.P.S. R.M.S. "Empress of Asia," arrived at Shanghai yesterday at 9.30 a.m., leaves Shanghai to-day at 5 a.m., and is due at Nagasaki to-morrow at 2 p.m.  
The B.I. s.s. "Shirala" will leave Amoy for this port to-day, and is due here to-morrow.  
The s.s. "Venezia" (D. & Co.) sailed from Singapore on March 28, and is expected here to-morrow.  
The Ben Line s.s. "Benvenue" from Middlesbrough, Antwerp, London, Straits and Philippines is due to arrive here on Monday.

The C.P.S. R.M.S. "Empress of Canada" left Vancouver for Hong Kong, via Japan ports and Shanghai, on March 17 and is due here on April 5.

The s.s. "Calulu" (D. & Co.) sailed from Sydney on March 17, and is due here on April 7.

The M.V. "Toledo" (D. & Co.) sailed from New York on Feb. 18 and is due here on April 12.

The M.V. "Remo" (D. & Co.) sailed from Aden on March 28 and is due here on April 26.

The M.V. "Toronto" (D. & Co.) sailed from New York on March 17, and is due in Manila on April 30.

The s.s. "Kendal Castle" (D. & Co.) sailed from New York on March 6, and is due here on May 7.

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S.S. "CITY OF BOMBAY" ... Havre, London, Rotterdam & Hamburg ... 25th May

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S.S. "CITY OF EASTBOURNE" ... via Suez Canal ... 18th May.  
S.S. "CITY OF NEWCASTLE" ... via Suez Canal ... 15th June

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KALYAN	9,144	7th Apr.	Marseilles, London & Antwerp
MONSIEUR	10,504	14th Apr.	Marseilles & London
INAGORE	5,283	21st Apr.	Marseilles & London
MOREA	10,503	28th Apr.	Marseilles & London
FLAHOE	5,282	7th May	Marseilles & London
KASHGAR	9,005	12th May	Marseilles, London, Antwerp & Hull
KIDDERPORE	5,334	22nd May	Bombay, Colombo, Bombay & Karachi
MAIWA	10,494	28th May	Bombay, Marseilles & London
JEYPORE	5,318	2nd June	Marseilles & London
HALIPORE	5,273	6th June	Straits, Colombo & Bombay
DELTA	8,097	9th June	Marseilles, London, Antwerp & Hull
INOVARA	6,080	16th June	Marseilles & London
RANPURA	16,001	23rd June	Bombay, Marseilles & London
KIRITCH	9,114	7th July	Marseilles, London, Antwerp & Hull
NANKIN	7,058	14th July	Marseilles & London
RAWALPINDI	16,010	21st July	Bombay, Marseilles & London
KASHMIR	8,985	4th Aug.	Marseilles, London & Antwerp
RAJPUTANA	16,508	11th Aug.	Bombay, Marseilles & London
KALYAN	9,144	1st Sept.	Marseilles, London & Antwerp

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SHIRALA	7,841	2nd Apr.	Singapore, Penang & Calcutta.
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TAKADA	6,849	24th Apr.	Singapore, Penang & Calcutta.

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TANDA	6,050	1st June	Townsville, Brisbane, Sydney &
ST. ALBANS	4,500	29th June	Melbourne.

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London via Panama Canal.

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ARAFURA	6,000	2nd Apr.	Moji, Kobe & Yokohama.
TALAHBA	8,018	11th Apr.	Amoy, Shanghai, Moji, Kobe & Osaka.
KASHGAR	9,005	18th Apr.	Shanghai, Moji, Kobe & Yokohama.
JEYPORE	5,318	21st Apr.	Shanghai, Moji, Kobe & Yokohama.
HATIPARA	7,704	21st Apr.	Shanghai, Moji, Kobe & Osaka.
KIDDERPORE	5,334	22nd Apr.	Shanghai, Moji, Kobe & Yokohama.
MAIWA	10,494	27th Apr.	Shanghai, Moji, Kobe & Yokohama.
ALIPORE	5,273	3rd May	Amoy, Shanghai, Moji, Kobe & Osaka.
TANDA	6,050	8th May	Amoy, Kobe, Osaka & Yokohama.
NOVARA	6,080	8th May	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,097	11th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	16,001	26th May	Shanghai, Moji, Kobe & Yokohama.
NANKIN	7,058	6th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	6th June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	8th June	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,010	22nd June	Shanghai, Moji, Kobe & Yokohama.
NELORE	8,985	3rd July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	6th July	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	10th July	Shanghai, Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	16,508	29th July	Shanghai, Moji, Kobe & Yokohama.

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## FRANCE'S NEED.

QUESTION OF NEW  
TONNAGE.

## FOREIGN COMPETITION.

Speaking to a representative of the Paris Journal "L'Information," in reference to the bill for the creation of a maritime credit, which is about to be laid on the table of the Chamber of Deputies, M. Dal Piaz, chairman of the Council of Administration of the Compagnie Generale Trans-Atlantique, made some interesting observations concerning the present situation of the French Mercantile Marine, a subject on which he is fully qualified to speak. The building of commercial tonnage in France has slackened down in what M. Dal Piaz describes as a "disquieting fashion," in the last two years, and the object of the maritime credit bill is to encourage and facilitate the construction of more merchant ships.

Asked if he thought that the French Mercantile Marine was in a position to meet the competition of foreign flags, M. Dal Piaz replied: "Yes, certainly, in the matter of quality. As to quantity, however, that is quite a different thing. But it is only a question of time, so long as public opinion supports the Government in the course which it now seems determined to take."

## A Regrettable Exception.

"The big French navigation companies are fighting in a satisfactory and often an advantageous manner on all the great inter-oceanic routes, with the exception, perhaps, of the South American lines—an exception which is all the more regrettable because the sympathies upon which we can count in the South American republics would assure for us very valuable opportunities for our commercial expansion. In this respect, however, one may anticipate an early improvement after the passing by the Chamber of the new convention with the Compagnie Sub-Atlantique, according to the terms of which that company can order the two passenger liners of 2,000 tons each which are indispensable to enable it to ensure a satisfactory service on a route where the competition is particularly severe and where the foreign companies have vied with each other in initiative in a special degree during the last few years."

"On the routes to North America and the Far and Near East," M. Dal Piaz continued, "some new ships have been taken into operation. The latest of these, the 'Ile de France,' of 42,050 tons, is the only large passenger liner that has been entirely planned and constructed since the war, that is to say, for 13 years. The building of the 'Ile de France' was a daring work, the realisation of which in such a troubled economic situation as ours was a veritable tour de force. The liners 'Paris,' of 36,500 tons, built in 1921, and 'De Grasse,' 18,000 tons, built in 1924, are also in the New York service."

## Growth Since The War.

In regard to the growth of the French Mercantile Marine since the war, M. Dal Piaz pointed out that in 1914 it had a total measurement of 2,500,000 tons—including about 400,000 tons of sailing ships—and that it had grown to 3,450,000 tons, with only a very small amount of sailing tonnage, in 1927. "This increase of nearly a million tons," said M. Dal Piaz, "and the replacement of sailing ships by steamers, which yield better results, are all the more remarkable when it is remembered how severely our Merchant Marine was tried by the war, in which it lost about a million tons, and that it was also necessary to replace a very considerable tonnage of old ships. Our shipowners have, by their own unaided efforts, acquired more than a million tons of new ships, in spite of the enormous prices charged by the shipbuilders immediately after the war."

Asked if this effort, admirable as it might be, could be regarded as sufficient in view of what had been done by other maritime nations, M. Dal Piaz replied:—

"Let there be no illusions on this point. Our country may be surprised in the very near future by the German commercial fleet, which, starting from nil in 1920, has now attained 3,300,000 tons. The Italian Mercantile Marine has also made considerable progress these last few years and has reached a total of 3,400,000 tons. The Man in the Street."

"It is, however, pleasing to find that our merchant navy is taking an increasingly important part in our foreign commerce. The percentage of the French flag has passed from 22 per cent. of the imports (weight) in 1913, to 35 per cent. in 1927, and from 59 per cent. of the exports to 65 per cent. These percentages are much higher in the maritime commerce with our colonies, in which the proportion of the French flag is 80 per cent."

## SUNK LONG AGO.

WATER TO BE PUMPED FROM  
LAKE OF NEMI.

## ROMAN SHIPS.

Rome.—The Roman vessels lying at the bottom of the Lake of Nemi are at last to be brought to light. Their existence is no longer a matter of speculation and a commission was formed in April last year to study the various projects for salvaging the ships, the expense of the undertaking, and the chances of success. The report of this commission was taken up by five engineering, electrical, and hydraulic firms, who on January 3 offered their services free of cost to the Italian government in order to bring the first of these ships to light. The offer has been accepted and the work is to begin immediately.

An electrical firm of Milan, in conjunction with the Ansaldo Motor Company and the gas and electric companies of Rome and of the Campagna, are to supply the necessary equipment for 200 electric pumps that will force the water from the lake into the outlet which was originally constructed by Roman engineers in the second century A. D. and which leads by a tunnel to the plain of Ariccia, and ultimately to the sea.

The probable precarious condition of the ships will make it impossible to lift them out of the lake; it has even been feared that they might suffer if the lake were drained too rapidly, and therefore the work is to proceed gradually. The fall in the water is estimated to attain 1.25 meters to 1.50 meters for every thirty days' pumping. If the work is successful, the prow of the first ship should be visible within six months from the time when the pumps get working.

## Many Discussions.

The salvaging of these two ships has been awaited for many years with the keenest interest, more especially as the draining of the lake may reveal other Roman remains of villas and temples that are known to have been built on its shores. The ships themselves have been the subject of discussion for some five centuries. Francesco Marchi, a celebrated architect and military engineer of the sixteenth century went down into the lake and reported the existence of the two ships.

For many years the theory was discredited until more attempts were made to reach the ships, and some ornaments and statues were salvaged which now stand in the National Museum in Rome. Suetonius, in his Life of Julius Caesar, asserts that Caesar, after having built a villa on the Lake of Nemi of enormous expense, had the whole destroyed because it did not suit his taste. For this reason it was for a long time believed that the wood and iron work at the bottom of the lake were but the remains of this villa. Nemi was undoubtedly a summer resort in the days of the Roman Empire.

During a fierce storm which raged at Hamburg a travelling crane, with a lifting capacity of five tons, was blown from the municipal unloading embankment into the Rhine. It fell in the most awkward possible spot, and all shipping was suspended until the obstacle was removed.

tion of transports under the French flag is in some cases as much as 95 per cent."

M. Dal Piaz expressed the view that in any effort directed towards developing the national Mercantile Marine it was necessary not only to have the assistance of the public powers and Parliament, but also to enlist the interest of public opinion. The French man in the street ought to take more interest in the commercial fleet, which was an essential factor in the economic independence of the country. In this connection, good work was being done by the Ligue Maritime, which, with a membership of barely 30,000 in 1914, had now more than 600,000 on its roll.

Another aspect of the maritime problem was the development of the touring habit. It was no use having the finest liners in the world if people were left in ignorance of the incomparable touring resources of France and the French navigation companies were doing a great deal to attract wealthy visitors from abroad, especially from the United States, and they were assisted in their efforts by the Office National du Tourisme. The financial resources of the latter, however, were far too limited. "Our neighbours," M. Dal Piaz concluded, "know far better than we do what is the cost and what the yield of an intelligent propaganda abroad. Italy, last year, devoted to that purpose no less a sum than 150,000,000 lire! That is an example worth thinking about."

## CAPT. HINKLER.

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Pres. Grant ..... May 22nd

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Pres. Pierce ..... Apr. 18th  
Pres. Van Buren June 3rd 8 a.m.  
Pres. Grant ..... May 22nd

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Pres. Van Buren June 3rd 8 a.m.  
Pres. Hayes ..... June 17th 6 a.m.

## To Manila

Pres. Madison ..... Apr. 2nd 6 p.m.  
Pres. Jackson ..... Apr. 16th 6 p.m.  
Pres. Garfield ..... Apr. 30th 8 a.m.  
Pres. Pierce ..... Apr. 10th 6 p.m.

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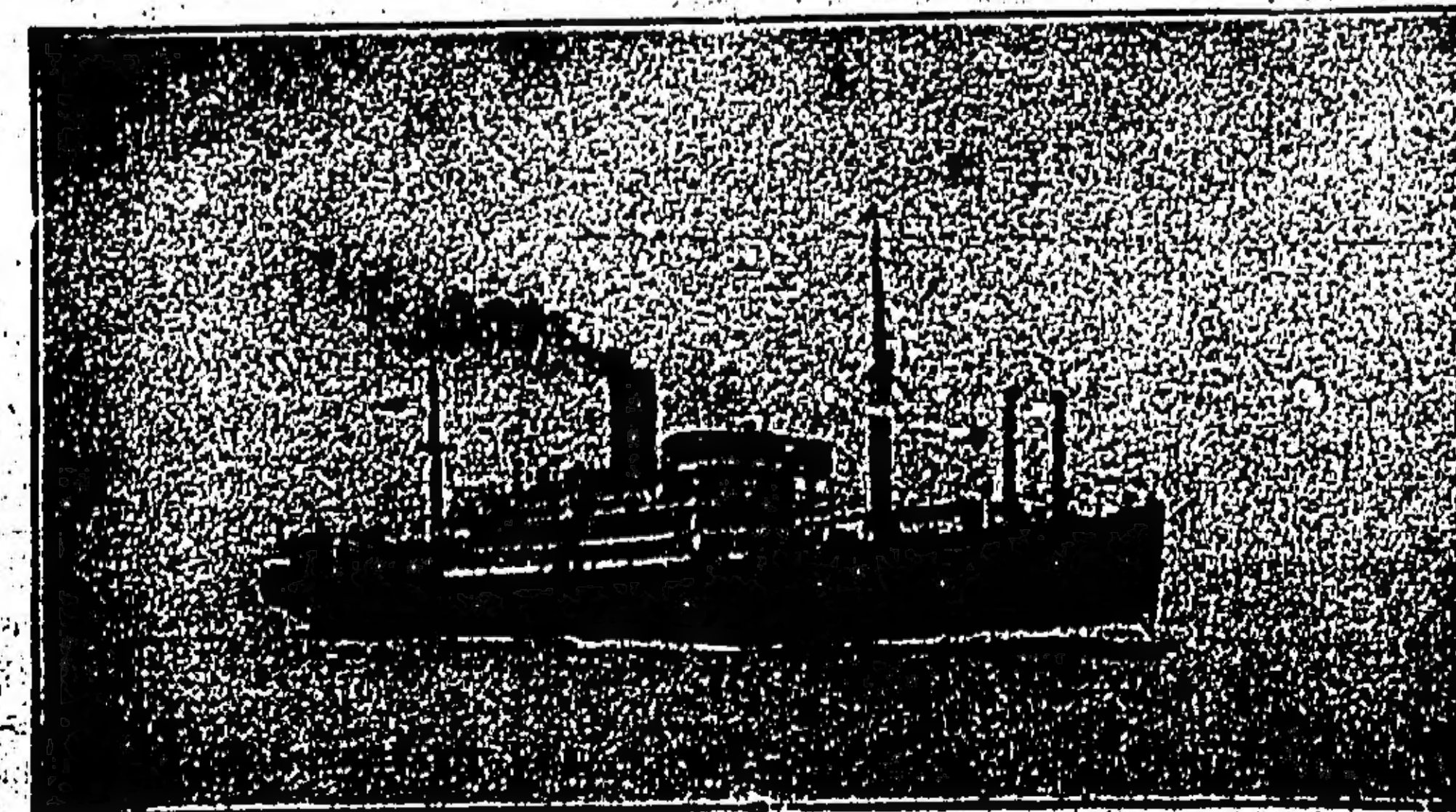
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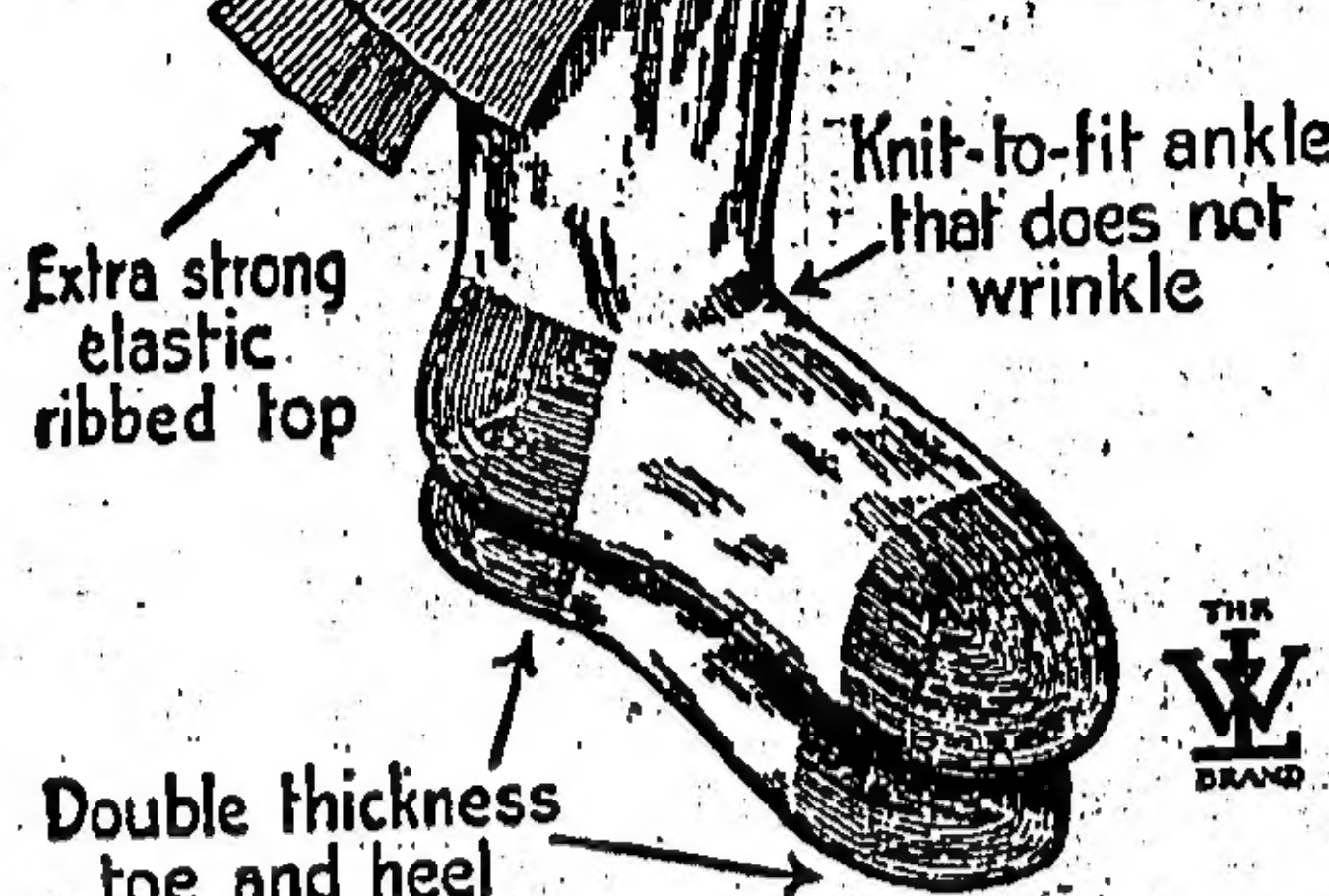
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Hong Kong, Saturday, Mar. 31, 1928.

### A SATURDAY CAUSIBIE.

The problem of unemployment among miners in South Wales appears to be a particularly distressing one and it is satisfactory to note, from answers to queries raised in Parliament this week, that the Government realises the urgency of the problem. There are between ten and twenty thousand unemployed miners in South Wales alone—from a third to a half of the total men workers—and the problem is how best these, together with about ten times that number in Great Britain, may be absorbed into other industries. With the world consumption showing no tendency to rise, new economies in fuel consumption projected and foreign countries straining every nerve to put themselves independent of the British coal industry, the difficulties are not likely to diminish with time. There must certainly be an overhaul of marketing methods and greater efficiency in production at the pit-head, but it must be borne in mind that better and more modern methods mean elimination of human labour. It is satisfactory to learn that the provision made by the Ministry of Labour is bearing good fruit and that a number of young men are learning trades in which they can hope to secure that regular employment which the mines no longer afford them. The problem of transplanting so many men together with their families, and getting them adapted to new conditions, is a great one but it must be faced. The alternative of leaving some thousands of men in idleness to grope on real or imaginary grievances would be a

dangerous as well as inhuman act in that the seeds of revolutionary doctrines would find a more fruitful soil than they have at present, owing to the inherent good sense of the South Wales miners. Many of the miners left a large weekly wage in 1914 to fight for their country and they deserve something better than to be left dependent on rates which are already tremendously over-burdened.

The illness of Earl Cave and the knowledge that he would not return to the post of Lord Chancellor gave rise to considerable speculation as to who would succeed him to the Woolsack. Although, as senior law officer of the Crown, it was known that Sir Douglas Hogg had a prior claim to what is virtually the highest office in the state, it was freely stated in the Home Press that Lord Birkenhead would return to his old post as Lord Chancellor and leave the India Office. In view of the fact that the tone of Lord Birkenhead's speeches has not proved itself satisfactory to Indian political opinion and that his handling of the Indian problem has left room for considerable criticism it was thought that Mr. Baldwin might make a gesture to Indian opinion by moving Lord Birkenhead to the Woolsack and appointing to the India office one in whom Indian political leaders might have confidence. With the death of Earl Cave comes the news that Mr. Baldwin has apparently thought fit to do otherwise and in so far as the appointment to the position of Lord Chancellor is concerned there are few who would dispute the qualifications of the new appointee. Sir Douglas Hogg, during his years as a front bench minister, has proved himself almost indispensable to the Conservative party. He is an admirable debater—his cherubic, Pickwickian countenance is said to charm away the bitterest hostility and though he has given the "wild men of the Clyde" as good as they have given him, he is a universal favourite. Many shrewd observers of British politics have prophesied for him, in the near future, a successful term as Prime Minister. His new office will involve his forsaking, at any rate temporarily, his political career but in the post in which his ability and tact render him a worthy successor to Earl Cave he will have every opportunity of keeping in touch with political developments with a view to possible future preferment. As the Lord Birkenhead it would appear

that Mr. Baldwin is satisfied with his conduct of affairs and that he will remain as Secretary of State for India.

The China Exhibition organised in Kowloon under the auspices of St. Andrew's Church has not been graced by the kindest of weather but that has not prevented the majority of Kowloon residents and many from Hong Kong from visiting the grounds in which are demonstrated the secrets of Chinese craftsmanship together with viewings of some fine specimens of Chinese art and other perhaps more mundane attractions. It is often stated of us who live in Colonies, Treaty Ports or settlements that we are too prone to conduct the tenor of our ways as if we were in a "homeside" town without regard to the thoughts and manner of living of the thousands around us of another race on whose goodwill depends our commercial existence. With many, such latitude may be unconscious. It often needs the penetration of a stranger to bring home to us faults to which we may be blind. The Bishop of London, for instance, in the course of an address at the City Hall, pleaded for a greater interest on the part of British residents in Hong Kong in the life and welfare of the teeming millions around us. It may not be much we can each do individually but if, inspired by the insight into some phases of Chinese life afforded at the China exhibition, we make it our part to familiarise ourselves more thoroughly with Chinese life and thought in general, it will constitute in the aggregate a considerable factor in the improved relationships which are now manifesting themselves as between foreigners and Chinese.

### LOCAL WEDDING.

MR. G. S. RODGER & MISS G. M. RAMSAY.

### YESTERDAY'S CEREMONY.

The wedding took place at Union Church, Hong Kong, yesterday, of Miss Gladys Mary Ramsay, daughter of Mr. J. M. Ramsay, N.I.A., Superintendent Ship-builder of Kowloon Dock, and Mrs. Ramsay; and George Sinclair Rodger, of the Hong Kong Tramways Ltd., son of Mr. John Rodger, late of the China Sugar Refinery, (now of Crefit) and the late Mrs. Rodger.

The Rev. J. Kirk Macdonald officiated and Mr. G. E. Longyear was at the organ.

The bride, who was given away by her father, was charmingly attired in a French model dress of ivory georgette and silver lace, heavily beaded and trimmed with orange blossom and white heather. Her veil was of Honiton lace. She carried a sheaf of lilies decorated with net as a bouquet.

Miss Doris Punchedon was bridesmaid and Miss Margaret Bell was flower-girl. The former wore a dress of apple green, frilled georgette with uneven hemline, beige hat and shoes to match, and the latter a dress of embroidered white organdie with pink under-slip, trimmed with forget-me-nots. The bridesmaid carried a bouquet of pink roses and the flower girl a basket of pink roses.

The bride's mother was attired in a French model dress in rust red georgette embroidered in black and white and dotted with black jets, with black and white satin model hat to match.

Mr. W. A. Thorpe was best man and Messrs. J. V. Ramsay and A. R. Kinross were groomsmen.

After the ceremony, many friends of the young couple were entertained at a reception at the Hong Kong Hotel, following which the bride and bridegroom left for Repulse Bay. Mr. and Mrs. Rodger leave to-day for England by the s.s. "Mantua" the bride's going away dress being a French model of cerise georgette with shaded velvet border and hat to match.

unlawful custody), and on other occasions when the men were before him at the Magistracy. The Crown Solicitor had admitted that the regulation was bad because it set out the murder of the complainant who, however, was alive and appeared in Court as the principal witness for the Crown.

His Honour Mr. Justice Wood, before whom the case is heard, adjourned the hearing until Monday morning.

Mr. H. S. Fitzroy appears for the Crown.

## MAUDLIN MAUNDERINGS.

[By The "Mail's" Madman.]

The Hall of the Hong Kong Piscatorial Association was filled to overflowing on Friday night when Mr. John Dory, the famous shark-tamer, delivered a learned address on Goldfish. Goldfish, the lecturer said, if properly treated, will live for centuries. After two or three hundred years in one domicile they become greatly attached to their surroundings and their masters, and when one of these, whom they have watched in his progress from babyhood through adolescence and matrimony to senility, at last shuffles off mortality they have been known to weep copiously. They are sensitive creatures (some declare they are snobbish). For instance they have no time for silver fish and prefer blue blood with poverty to riches without rank. They are inclined to overeat (more die through gluttony than neglect) and breeders are warned not to pay too much attention to their gaping Oliver-Twist-like demands for more. The proper daily diet for an adult is as follows: 2 drachms of beefsteak, one dozen ant's eggs, one beetle's leg, one lizard's eye, one square inch of lettuce, half a teaspoonful of mosquito larvae, ten drops of beer with a dash of lysol. Each goldfish should be taken out and dusted, but not polished, not oftener than once a month. At first they find this ticklish operation and do their best to squirm out of it, but dusting is just as essential to a goldfish as powdering is to a modern lady, and so it must not be omitted if good results are desired. The dusting operation should not take too long as the fish frequently catch cold when out of the water. Before replacing the goldfish in the water grip it just below the gills, tail down, between the thumb and forefinger, press gently until its mouth forms a circle, and then drop one grain of calomel into the gaping orifice. This prevents lassitude and sluggishness. Then drop it back into the bowl and stir briskly for two or three minutes. Some breeders favour the passing of a strong electric current through the water every month, but opinion on this point is not unanimous. The young men and women of the family should be careful not to carry on violent flirtations in front of their finny pets during the goldfish rutting season as this excites and inflames the males to such an extent that they dash themselves against the sides and do their noses irreparable damage. In some such instances they have been known to explode. Mr. Dory then brought tears to the eyes of many by narrating harrowing instances of cruelty to goldfish stances which he himself had witnessed. Seeing that nearly all such crimes are committed not warily but through ignorance it was decided to print one million leaflets describing the proper way to rear goldfish. These will be distributed free.

Talking about fish reminds me that the Cheung Chau residents are thinking of petitioning the Government to connect their island to Hong Kong by means of a tunnel. They have several powerful arguments as to why such a scheme should be undertaken. For instance the mathematician of Dumbell Island has calculated that last year, owing to ferry stoppages caused by the typhoon signals being hoisted, nearly ten thousand working hours were lost by Cheung Chauites. It is also argued that during

such stoppages the thousands of fish awaiting shipment to Hong Kong make their presence felt in a most emphatic manner, and as they say it requires several generations of acclimatising and hardening before one can remain unaffected by the close proximity of humming fish in a typhoon atmosphere, our readers will easily realise the tortures endured by the sensitive denizens of that delectable isle. The proposed tunnel would put an end to such an undesirable state of affairs and Hong Kong's many fish-eaters would also benefit. Moreover, in the winter months when the wind is in the North-East and those voyaging from Cheung Chau to Hong Kong are inhaling the ozone there often comes wafted from certain craft in Gin Drinkers' Bay odours a thousand times more obnoxious than that given out by high fish. Then the fisherman of Cheung Chau declare that since Hong Kong became so well served with motor roads Aberdeen has taken pride of place and robbed their island of its pristine piscatorial pre-eminence. A tunnel would even things up and enable the Cheung Chau fishermen to compete with their Ap Li Chau rivals and probably lower the price of fish in Hong Kong. From a strategic point of view the building of a tunnel has also much to commend it; think what a handy hiding place it would be during an aerial attack. Yes, compared with the benefits that would accrue the cost would be a mere bagatelle.

Quite a stir has been created in the dovecotes of the Darwinians, Lamarckians, Mendelians, Rationallists, and other ultra moderns while joy and jubilation reign in orthodox circles on account of the amazing discovery of a petrified man in the loess of Mongolia. Now the liberal believers of the O.T. are throwing up their heads, making big chests and saying: "We told you so, what time their opponents are tongue-tied. Although the expression "you old fossil" is frequently used as a term of endearment, yet in reality, fossilised specimens of Homo Sapiens are extremely rare. We once thought we saw one in the Garden of the Gods in Colorado, but were afterwards told that what we had paid money to see was a fake, a clever piece of sculpture and camouflage. But, we are informed, the Mongolian find is genuine. What is causing so much speculation in the rival camps (dejection in the sceptic ranks and rapture in the orthodox ones) is the remarkable fact that whereas the fossil is perfect in every detail, even to the toenails, there is no sign whatever of an umbilicus. This, the Orthodoxites declare, proves that the fossil is the petrified remains of Adam. At the same time it verifies the story of the Noachian Deluge as well as the theory of the great tidal wave which followed that catastrophe. It must now be obvious even to the most hardened scoffer and cynical sceptic that the flood and tidal wave between them wrought great havoc in the necropolis of Shinar, whither Adam migrated after being expelled from Eden, and carried the body of our first ancestor to Mongolia where it has been miraculously preserved, a silent but eloquent witness to the preservative powers of loess and petrification. Very wonderful too is the result of some dissection carried on in the abdominal region of the fossil, for in the appendix, metamorphosed indeed into stone but as plain as the nose on your face, is the pip of an apple—doubtless from the one Eve persuaded him to taste. This, besides settling for ever the fallacy of evolution, proves too interesting things: one that Adam probably died of appendicitis and the other the antiquity and significance of the phrase "to give one the pip."

The following books have been received and will shortly be reviewed:—

"The Optimistic Panthers," by O. Weall Alwyn.  
"The Modern Wife," by N. Everett Home.  
"The Angler's Catch," by Howie Will Bragg.  
"The Breath of Suspicion," by Afnle Seed.  
"Chinese Chow," by Ure Shursty Akenside.  
"St. Patrick's Dinner," by Michael C. Double.  
"The Wandering Maid," by Willie Ashew.  
"The Man from Fife," by A. Wylie Byrd.  
"The Incriminating Document," by Wat Jim Burnett.  
"Climbing the Matterhorn," by Ferri L. Austin.  
"Come to Breakfast," by Ivor Asher O'Brien.  
"At Asoot," by Roger Mennan.

### CANTON FUGITIVES?

### LOCAL DETENTION RIGHTS QUESTIONED.

### LI CHAI-SUM'S POWER.

Argument continues at the Summary Court as to the power of the Magistrate to hold on an extradition warrant two fugitives who have been committed to gaol here pending extradition to Canton where they are wanted for crimes alleged to have been committed in the Tung Koon district, Kwangtung.

Mr. Hin Shing-lo, instructed by Messrs. Lee and Russ, argued that there is no such power and he contends that Marshal Li Chai-sum, who signed the requisition, was not a party to the treaties under which the extradition powers were laid down. The Magistrate had had three opportunities when he should have discharged the prisoners, contended Counsel, firstly when asked to issue the warrant (Counsel claimed that the men were then in custody), and on other occasions when the men were before him at the Magistracy. The Crown Solicitor had admitted that the regulation was bad because it set out the murder of the complainant who, however, was alive and appeared in Court as the principal witness for the Crown.

(Continued at foot of preceding column.)



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## THE "INSTITUTE."

## ENGINEERS' &amp; SHIPBUILDERS' FUNCTION.

## ANNUAL DINNER.

Much enthusiasm was shown last night at the annual dinner of the Institution of Engineers and Shipbuilders of Hong Kong, when an excellent repast, to quote Mr. Roger C. Tredwell (United States Consul-General) was enjoyed.

A large number were present, including a good many notable guests. The whole of the eastern (or "new") wing was tastefully laid out for the occasion, with the Institute's house-flag reproduced in colours high up in the centre, picked out in electric lights. The catering was by Messrs. Lane, Crawford, Ltd.

A fitting tribute—that they had in a real sense made Hong Kong what it is—was paid by H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), who was present as the Institute's Honorary President.

## Some of the Guests.

Mr. W. J. Hill (the President) was in the chair, and in addition to his Excellency, there were present: Commodore J. L. Pearson, Eng. Capt. E. E. Bartlett, Commander J. B. Newell (acting Harbour Master), Hon. Mr. H. T. Cressy (Director of Public Works), Mr. R. C. Tredwell, Colonel J. S. Bostock, Hon. Mr. J. Owen Hughes, Mr. W. W. Hornell, Mr. R. Sutherland, Mr. N. S. Brown, Capt. A. J. L. Whyte, Capt. B. R. Forster, Mr. J. C. Jounin, Mr. W. P. Massey, Mr. D. Templeton, Capt. C. B. Riggs, Mr. T. W. H. Hosgood, and Mr. J. H. Little. Others present included Mr. W. J. Stokes and Mr. R. Hunter (Vice-Presidents), Mr. R. M. Dyer, Mr. S. Baker, Mr. J. Ormiston, Mr. K. E. Greig, Professor C. A. Middleton Smith, Mr. W. Russell, Mr. G. J. Harman (Past Presidents), Mr. L. C. F. Bullock, Mr. G. F. Taylor, Mr. T. F. Bradford, Mr. W. S. Bailey (members of the Committee) and Mr. A. Landsberg (Hon. Secretary).

## President's Speech.

After the loyal toast, Mr. Hill proposed the toast of "Our Honorary President" and delivered the following speech:—

Your Excellency and Gentlemen: I feel it a very great honour to have the privilege of welcoming you here to-night. Speaking from this chair at our last annual dinner, Mr. Ormiston remarked that although the first year in our new premises had resulted in a loss on the year's working, this loss was mainly due to abnormal expenditure and he ventured the opinion that the end of this, our second financial year, would see our income balance our expenditure.

As we all know times and conditions are still far from normal and not a great deal better than those obtaining last year, and consequently we still have a large number of absent members who, of course, contribute nothing to the exchequer. Out of a total of 632 members we have 263 on the absent members' list.

**Contributions to Charity.** In spite of this we have in no way curtailed our contributions to various charitable organisations at home and in Hong Kong, and I am pleased to say that we show a credit balance on the year's working. (Applause.)

To accomplish this has meant strict attention to detail on the part of the managing committee and on the part of the honorary secretary and honorary treasurer. (Applause.) All our service is honorary service: and on behalf of the members I take the opportunity of thanking the gentlemen who have carried on so well.

To the younger members of the Institution I would say that it is time for some of them to take the first opportunity of going on the managing committee and gaining the experience of carrying out a job which, if done thoroughly, is no sinecure.

## As Old as the Colony.

We can accommodate more members and I hope that before this time next year many of those gentlemen in the Colony who are eligible for full membership will have joined us.

The engineering and shipbuilding industry in Hong Kong is nearly as old as the Colony itself, that great concern, the Hong Kong and Whampoa Dock Co., having been formed as far back as 1856, and prior to that there was a dock at Aberdeen—I mean the local Aberdeen. (Laughter.) Messrs. Bailey & Co. have been established about thirty years and the great yards of the Takoo Dockyard and Engineering Co. have been working for twenty years. All these establishments turn out work of the highest class, and the first and last named are fully equipped to build and engine vessels of very great tonnage and to carry out repair and salvage work of any kind.

**Big Salvage Job.** As an illustration this year has seen the completion—in Hong Kong of one of the biggest salvage jobs on record, an undertaking which called for both new work and repair work for no small amount of courage and initiative. I refer to the salvaging of the s.s. "Tijlbeet," a vessel owned by the Java-China-Japan Line, whose fine steamers are regular visitors at this port. (Prolonged Applause.)

The vessel is 420 feet long with a breadth of 54 feet and a net tonnage of about 6,000 tons. In April of last year she went ashore on Linting island. Salvage was undertaken by the Takoo Dock and Engineering Co. who worked in close collaboration with the owners' representatives and Lloyd's surveyor. Patching and pumping out proved abortive owing to the heavy pounding of the vessel on the rocks and to avoid a total loss it was decided to cut the hull in two and save the major part containing the engines and boilers, the oxy-acetylene flame and dynamite being used.

**Hard and Dangerous Work.** The cut was made just forward of the bridge and the after part towed to Hong Kong, docked and repaired and moored in the harbour whilst a new fore end was built and launched. The old and new parts were then docked, and the building in and joining up completed. The vessel was then re-classed 100 A1 at Lloyd's and is again in commission. This is a very brief outline of a very big job as engineers and shipbuilders will appreciate. It involved hard and dangerous work at the wreck and careful calculations for ballasting, etc., to ensure stability in the dismembered parts.

**Fourth time in History.** I think I am right in saying that this is only the fourth time in the history of shipbuilding that such a job has been carried out and the first time that the same concern has done both the salvage and the reconstruction.

Shipbuilders all the world over need have no hesitation in entrusting their work to the Hong Kong yards, and in spite of boycotts and temporary setbacks I think that this Colony will be for many years to come a very active little member of that greatest of all democracies, the British Empire. (Hear, hear.)

**Literary Efforts.** The large number of engineers and shipbuilders engaged in industry here justifies the opinion that this Institution should not lack members.

During the past year we have had two papers read:—(1) "Urban and Suburban Transport," by Mr. L. C. F. Bellamy, M.C., M.I.E.E.; (2) "Gas—Its Distribution and Uses," by Mr. A. Hevey of the Hong Kong & China Gas Co.

Another paper has been prepared by Mr. McQueen of the Royal College of Naval Constructors but unfortunately he has been absent from the Colony and his paper will not be read until some future date.

On behalf of the members I thank these gentlemen for the trouble to which they have gone to prepare these papers and thus giving us the benefits of their technical knowledge and practical experience.

**Here—and at Home.** Before leaving this subject I have a few remarks to pass. In a comparatively small place like Hong Kong it is not possible to conduct an institution of this nature exactly on the lines of the great institutions in Britain, such as the Civils, the Mechanicals and the Electricals, to mention only three. There you have the foremost men in the various branches of the engineering profession and the greatest technical brains in Britain. The membership is very great and there is always some one to read a paper on a subject in which he has specialised and there are always plenty to form an audience.

In Hong Kong we have to combine a technical side and social side and I earnestly ask the members not to let the technical side be overshadowed by the social side.

**Encourage Others.** We must encourage members and officers to prepare and read papers. To do this members in general, and ordinary members in particular must make it a point to attend when a paper is being read.

When a man devotes his time and his brains to the preparation of a paper to be read before the members of this Institution I consider it the duty of every ordinary member present in the Colony to attend the reading. In this respect the past year has been a little disappointing. But to be disappointed is not to be discouraged. A disappointed engineer is an every day occurrence but a discouraged engineer is a nuisance, and I feel sure that in the coming year members will support the literary council, some by reading papers and others by seeing that there is a full attendance at the readings.

**Social Activities.** The social side of the Institution has been well looked after and in addition to our usual billiard handicaps we held several evening dances. Not being a chess player I cannot say whether chess is regarded as a social game or not but a few enthusiasts have formed a chess section and started a tournament. Judging by the silence and the prolonged pauses between moves I gather that the best traditions of the game are being maintained.

To you, Sir, I tender our respectful thanks for the interest which you take in this Institution and for again honouring us with your presence.

Gentlemen, I call upon you to rise and I give you the toast "Our Honorary President."

The toast was cordially honoured.

**H.E.'s Reply.** In reply, His Excellency said:—It is a great pleasure to me to be once again the guest of the Institution of Engineers and Shipbuilders of Hong Kong and I am proud to be the Honorary President of this Institution.

The greatness of Hong Kong depends first and foremost upon its shipping. Therefore, the debt which this Colony owes to shipbuilders is well nigh incalculable. Moreover the configuration of Hong Kong and Kowloon is such that, but for the work of engineers, the fine towns which now exist on both sides of the harbour could never have been brought into being.

Engineers and shipbuilders are in a very real sense the men who have made this Colony, and I am glad to have this opportunity of saluting them. (Applause.)

**Augusta Wall.** It is very encouraging to hear from you, Mr. Chairman, that notwithstanding the fact that this Institution now occupies new premises, and notwithstanding the abnormal expenditure thereby incurred, and although about 41 per cent. of your members are absent owing to the hard times now being experienced in the Far East, nevertheless this Institution has fully maintained its charitable contributions both at home and in Hong Kong and shows a credit on the year's work. (Hear, hear and Applause.)

This record reflects great credit on the Managing Committee and augurs well for the years to come.

**Better Times.** I hope with all my heart that we are now on the eve of better trading conditions in South China and that the trials and tribulations of the past will soon be forgotten in the prosperity and promise of the future. (Applause.)

I thank you, gentlemen, very much for the way in which you have received the toast of my health and I assure you that I appreciate the compliment very highly. I hope you will now all join with me in drinking to the success and welfare of the Institution of Engineers and Shipbuilders of Hong Kong. (Applause.)

Mr. J. Ormiston, immediate Past President, expressed the hope that the guests, whom he had the honour to welcome, would feel, when they had to leave, that they would like to come back. He proposed the toast of "Our Visitors" coupling with it the name of Mr. R. C. Tredwell.

Mr. Tredwell was warmly received on rising to reply. His speech was distinguished by wit and eloquence and was heartily applauded.

After referring to Noah as the first shipping company promoter, "starting a limited company when the whole world was in liquidation," Mr. Tredwell expressed regret at the inability of Admiral Bristol to attend. Admiral Bristol, he emphasised, was an ambassador of peace. In conclusion, he gave the toast of "The Hosts."

**Musical Programme.** The musical programme was much enjoyed, those contributing being Mr. T. G. Patterson, Mr. L. A. Jeeves, Mr. R. M. Keown, Mr. W. S. Bailey and Mr. E. J. Edwards (accompanist).

## LADY ROBBED.

## A NATHAN ROAD INCIDENT.

A theft has been reported to the Police by Mrs. Stoker, residing at 235, Nathan-road, Kowloon, that while walking along Nathan-road at 7.30 in the evening yesterday two small Chinese boys came up from behind and snatched a purse containing \$10 and a bunch of keys from her hand, and made off. One of the culprits was caught by a gentleman, but the other with the purse made his escape.

When a barge collided with an oil tanker in the river at Reuen a few weeks ago, the barge sank immediately, keel first. Two of the crew were drowned and three

## NAVAL INQUIRY.

## TWO NEW CHARGES FRAMED.

## WARD ROOM INCIDENT.

## Gibraltar, Yesterday.

The fresh charges against Comdr. Daniel are "Thirdly:—At a subsequent date he was guilty of an act to the prejudice of good order and discipline by reading publicly to an assembly of officers in the ward room of the "Royal Oak" certain remarks subversive to Naval discipline."

Fourthly:—At a subsequent date he was guilty of an act to the prejudice of good order and discipline by reading publicly in the ward room of the "Royal Oak" certain remarks and criticisms on the conduct and orders of his superior officer, Rear Admiral Collard, calculated to bring the latter in contempt."

The charges against Capt. Dewar are:—unaltered.—Reuter.

**New Witnesses.** A list of new witnesses and a summary of the new evidence and amended charges was communicated to Commander Daniel in the small hours of the morning, to enable him to consider if the amendment necessitated a postponement of the trial.

## U. S. &amp; HOLLAND.

## DRAFT ARBITRATION TREATY.

## Washington, Yesterday.

The Department has submitted to Holland the draft of an arbitration treaty similar to that concluded with France.—Reuter.

## CINEMA NOTES.

## "THE UNKNOWN" AT QUEEN'S THEATRE.

Local cinema-goers have their last opportunity to-day of seeing Lon Chaney in his latest mystery picture, "The Unknown," which is the current attraction at the Queen's Theatre. Lon Chaney impersonates a sinister freak of a Spanish circus while directing a gang of criminals on the outside. Through the tale of mystery runs a delicate romance, in which his love for a beautiful dancer transforms him, and leads to the astonishing sacrifice that marks the dramatic climax of the story. The cast includes Norman Kerry, Joan Crawford and Nick de Ruiz. Miss Chae Toy, the charming Chinese singer, appears at all performances again to-day.

## WORLD AND STAR.

Other pictures being shown for the last time to-day are: "Orphans of the Storm" at the World Theatre, and "The Runaway" at the Star Theatre. D. W. Griffith produced "Orphans of the Storm," a story of the French revolution, with Lillian and Dorothy Gish in the leading roles.

"The Runaway" is a thrilling story of the Kentucky mountains with a little New York movie actress hiding from justice and causing a tremendous conflict between two mountain clans. Clara Bow plays the leading role, and included in the strong supporting cast are George Bancroft, Warner Baxter and William Powell.

## CHELSEA'S LATEST.

## CARDIFF INTERNATIONAL HALF SIGNED ON.

Chelsea took another important step in mail week towards strengthening their team and improving their chances of promotion by securing the transfer of Samuel Irving, the Irish international half-back, from Cardiff City.

This is the third player Chelsea have secured in the past few weeks, the others being Biswell, from Charlton, and Jackson, the reserve left-winger, from West Ham.

Irving went to Cardiff City at the beginning of last season from Dundee. He is a native of Belfast, and although primarily a half-back, he figured successfully on many occasions in the Cardiff attack, being at inside-right in the Cup Final against Arsenal last April. He is 5ft. 9in. in height, and weighs 12 stone.

April 1—Lenton Mission: Subject: "True and false Religion." Text: "He went about doing good." (Acts X, 38), 6 p.m.

April 14—Diocesan Boys' School "at Home" from 3.30 to 6.30 p.m.

April 14—Eight annual dinner of the Q.C.C.B. Assoc. at Queen's College Hall, 8 p.m.

April 17—Annual inspection of the Hong Kong Police Murray parade ground.

April 27—Laying of foundation stone of new St. Stephen's bldg. by

## Shadows Before

## COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "The Unknown," also at all performances, Miss Chae Toy in popular new numbers.

To-day—World Theatre; "Orphans of the Storm."

To-day—Star Theatre; "The Runaway."

To-day—Music, at the Cheer O.Y.M.C.A., at 7.30 p.m.

April 1-2—World Theatre; "Hold That Lion."

April 1-2—Star Theatre; "You Never Know Women."

April 1-5—Queen's Theatre; "Flash and the Devil."

April 2—Star Theatre; The Wilbur Players in "The Sap," 9.15 p.m. only (no cinema performance).

April 3-4—World Theatre; "Oh What a Nurse."

April 4-7—Star Theatre; "Love's Blindness, 2.30 p.m. to 8.30 p.m.; The Wilbur Players in "The Sap," at 9.15 p.m.

April 5—Star Theatre; Wilbur Players in "Handcuffed," 9.15 p.m.

April 5-7—World Theatre; "Forlorn River."

April 6—Star Theatre; Wilbur Players in "Three Live Ghosts," 9.15 p.m.

April 6-7—Queen's Theatre; "The Shield of Honour."

April 7—Star Theatre; Wilbur Players in "Her Wedding Night," 9.15 p.m.

April 8—Star Theatre; Wilbur Players in "Charley's Aunt," 5.30 and 9.15 p.m.

April 9—Star Theatre; Wilbur Players in "The Family Upstairs," 6.15 p.m.

**Sports.** To-day—Falling Hunt Steeplechase (Easter Meeting) 3 p.m.

To-day—Queen's College annual athletic sports meeting, Causeway Bay.

To-day—Boxing tournament, Lee Theatre, 9.15 p.m.

April 1—Interport Football Matches: Hong Kong Chinese vs. Malayan Chinese H.K.F.C. Ground Happy Valley, 4.30 p.m.

April 2—St. Stephen's College annual sports, University ground, Pokfulam-rd.

April 2—Annual Sports of St. Stephen's College, University Recreation Ground; Old Boys' 220 yds. Race at 4.30 p.m.

April 1, 14, 21—Falling Hunt Steeplechase, Sheung Shui station, 8 a.m.; 2.45 p.m.; respectively.

April 4, 18—Steeplechase meeting, Mr. Souza's bungalow, 2.45 p.m.

April 7 & 9—Third extra race meeting of the H.K. Jockey Club, Happy Valley.

April 8, 29—Falling Hunt meet at Mai Po village, 7 a.m.

April 11—Falling Hunt, Hunter's Arms, 2.45 p.m.

April 15—Seventh extra race meeting of the International Race & Recreation Club of Macao, Ltd.

April 22—Steeplechase Meeting at Mr. Pott's bungalow, 7 a.m.

April 28—Steeplechase Race Meeting at Kwant.

**Lammerts' Auction.** April 2—At No. 9 Godown, the H.K. & K. Wharf & Godown, Co., Ltd., Kowloon, 50 bales printing paper, 11 a.m.

April 5—At Sales Room, a valuable collection of curios, 2.30 p.m.

April 2—Annual meeting of Douglas Steamship Co., P. & O. Bldg., 11 a.m.

April 2—Extraordinary general meeting of the Hong Kong Electric Co., Ltd., at P. & O. Building, 12.30 p.m.

April 4—Seventeenth annual meeting of shareholders of the Bank of Canton, Ltd., 6, Des Voeux-rd., Ctl., 2.30 p.m.

April 11—Third annual meeting of Hong Kong Telephone Co., Ltd., at Exchange-bldg., Des Voeux-rd., Ctl., (2nd floor) noon.

April 12—Annual meeting of the Hong Kong & Shanghai Hotels, Ltd., at Exchange-bldg., Des Voeux-rd., Ctl., noon.

April 13—Yearly meeting of shareholders of the Hong Kong Realty & Trust Co., Ltd., Exchange-bldg., at noon.

April 14—General meeting of members of The Prince's Bldg. & Land Co., Ltd. (in liquidation), 6, Des Voeux-rd. Ctl., noon.

April 14—Sixth annual meeting of the Hong Kong Engineering & Construction Co., Ltd., St. George's-bldg., 11 a.m.

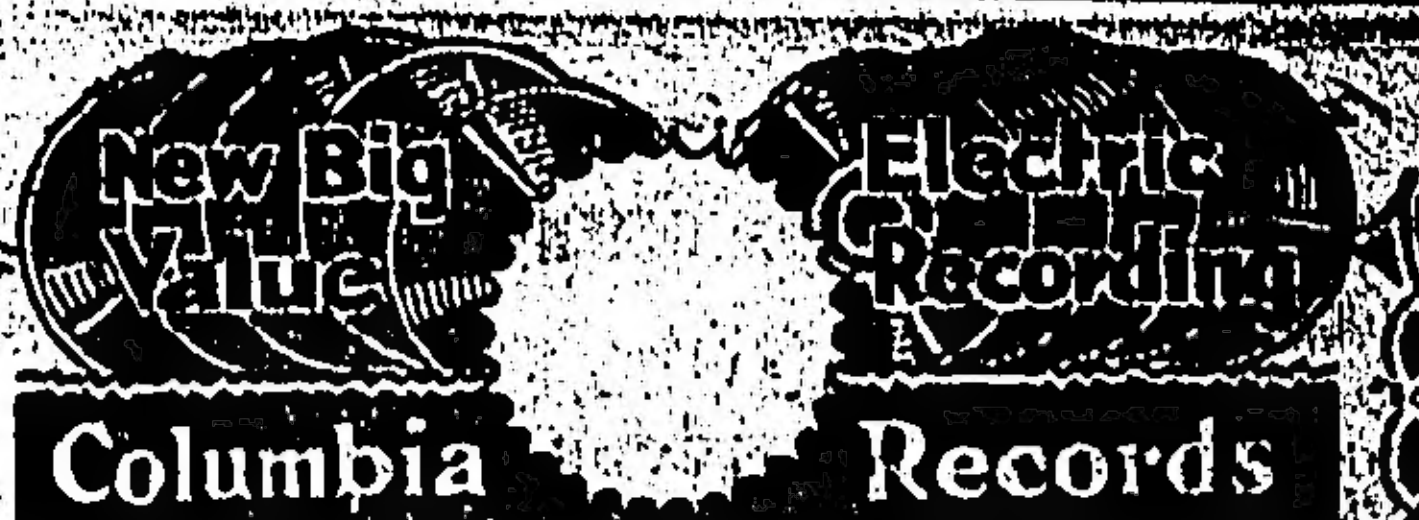
April 20—Annual meeting of members of the Victoria Recreation Club at V.R.C., 6 p.m.

**Miscellaneous.** To-day—Lenten Mission in Catholic Cathedral; sermon by Rev. G. Byrne, S.J.—Subjects: "The world without Religion." Text: "Foolish, discipline without affection, without ability, without mercy." (Rom. 1, 31), 6 p.m.

To-day—"China" exhibition, St. Andrew's Church Hall and grounds.

To-day—Prize distribution & Concert of Dockland English School, Boham-rd., 2 p.m.

(Continued at foot of preceding page.)



## HUMOROUS RECORDS

- 9237 SHE'S MINE ... Billy Bennett.  
NAPOLÉON ... ..  
9205 THE CHARGE OF THE LIGHT  
BRIGADE ... ..  
NO POWER ON EARTH ... ..  
4460 QUITE ALRIGHT ... Geo Robey  
THING-UM-MY-BOB ... ..  
4586 CROSSING THE LINE ... Comedy Sketch Co.  
PARTS 1-2 ... ..  
4529 WHEN AGNES GOT MARRIED ... Wm. McCulloch  
PARTS 1-2 ... ..  
4530 PASSERS BY ... ..  
PARTS 1-2 ... ..

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## LOCAL AND GENERAL SOCIAL AND PERSONAL.

Mr. Jonathan Plumridge has been for fifty years an organist at High Wycombe.

At Richmond, Surrey, the poor-rate has come down by 1½d. to 1s 6¼ in the pound.

After fifty years as schoolmaster in Wigan coalfield, Mr. William Blight, of Shovington, has retired.

Miss G. Owen, National Secretary of the Y.W.C.A. of Malaya, is paying an official visit to Kuala Lumpur.

According to the Chinese papers, the Municipality of Greater Shanghai has forbidden workers to demand strike pay.

The engagement is announced of Mr. W. F. Brown of Sepang, and Milly, daughter of Mr. H. C. Taylor of Kuala Lumpur.

Count D. de Martel, the French Minister to China, will leave for Paris on April 5, says a telegram to the Chinese press.

Dr. A. R. Wellington, Chief Health Officer, F.M.C., has been admitted to the European Hospital, Kuala Lumpur.

Mr. F. E. Wilkinson, of H. M. Consular service, accompanied by Mrs. Wilkinson, sailed on the "Karmala" for Home.

Bearing the names of the honorary freemen of the borough, a panel is to be placed in Richmond Council Chamber, Surrey.

Shanghai Nationalist Chinese officials have forbidden the people to burn candles and paper money during the Chingming festival.

The National Anti-Opium Association of China announces that the fifth annual opium week will be from October 1 to 7 this year.

A wooden building containing four additional class rooms and cloak room at the Central British School, Kowloon, is contemplated.

Dr. A. R. Wellington, Chief Health Officer, F.M.C., was admitted as a patient to the European Hospital, Kuala Lumpur, last week.

Rates for the second quarter of 1928 are payable by April 30. Proceedings will be taken against those failing to pay before May 31.

Two swans have been given by the Vintners' Company to the Conservators of Wimbledon and Putney Commons for the Queensmere.

Mr. Hsueh Tu-pi, the new Nationalist Minister of Interior, has ordered his staff to wear only cotton clothes cut on the "Sun Yat-sen style."

Mrs. Thomson, widow of Mr. Trevelyan Thomson, late M.P. for Middlesbrough West, is not to contest the seat at the coming by-election.

A telegram to the Chinese press states that Mr. J. V. A. MacMurray has left Chungking on his return to Shanghai and he is expected there this week.

It will be necessary to build an approach road 16 feet wide and about 300 yards long for the new Tung Wah (East) Hospital, the site of which is at Sookumpoo.

The municipal theatre of Saint Etienne, known as the Theatre Massenet, was destroyed by a fire, which is attributed to a short circuit. No casualties were reported.

Canada still has a war pension list of 63,026, involving an expenditure in the last fiscal year of 47,774,371 dollars (about £9,554,000). Of this total 7,250 pensioners reside in Great Britain.

By twenty-seven votes to sixteen the First Chamber of the Dutch States General has passed the bill providing for the amalgamation of the Departments of War and of the Navy into a Department of Defence.

On the occasion of the tenth anniversary of Lithuanian independence, cordial telegrams of congratulations and thanks were exchanged between Sir Austen Chamberlain and M. Voldemaras, the Lithuanian President.

A landslide has shifted the old old Town Hall of Idstein, in Germany, about 6in. down the hill on which it stands, and threatens to demolish it altogether. All the officials have, consequently, been transferred to other quarters.

At the Spinet House, the old-established tobacco and cigarette factory of Messrs. R. and J. Hill Ltd., G. Cole and T. Harrison were recently presented with gold watches and chains suitably engraved with the company's service with the company.

Mrs. H. S. Honigsberg has returned to Shanghai from the United States.

Wong Lam has been appointed a Forest Officer in succession to Lam Ping, dismissed.

Dr. Robert F. Fitch, President of the Hangchow Christian College, is in Shanghai for a few days.

Reports from Peking state that negotiations for the Sino-Afghan treaty are proceeding satisfactorily.

There were 68 deaths, and only 28 births at Richmond, Surrey, during January.

Mrs. Anne Stobart, aged 100 years, has died at South Shields. Her grandmother lived to the age of 103.

No applications have been received by Winslow, Bucks, Council for new houses offered at 9s. 3d. a week rent.

Dr. A. N. Kingsbury, Director of the Institute of Medical Research, has gone on a short visit to Singapore.

"Professionalism in Sport" was the subject of a debate, opened by one of the prisoners, at Strangeways Gaol, Manchester.

Walworth Guardians have decided on "more modern and less bulky" clothing for women and children at Swanfield-road Institution.

In disturbances during the Polish general election campaign in mail week altogether ten people were injured and nineteen arrests were made.

Fined £6 2s. at Kingston for unjust scales, a Surbiton shopkeeper had said, "A boy gave me a bad sixpence, and I am trying to get it back again."

Seventy-six years of age, Mr. Tom Callard, of Combe-in-Teignhead, has been sixty-eight years employed by the same firm of contractors.

Construction of a retaining wall at the Queen's College (new) site at Sookumpoo will be put in hand shortly, according to an indication in the "Gazette."

For running buses through Windlesham, Surrey, without L.C.C. licences, the Thames Valley Traction Company, Reading, had to pay £14 at Chertsey.

Messrs Hughes & Hough, Ltd. have removed the Office to the Bank of Canton Building (2nd floor) and the auction room to French Bank Building (basement).

Having administered the last sacraments at a sick call, the Rev. Daniel Donovan, Roman Catholic priest at Ballincollig, Cork, died of heart trouble a few weeks ago.

Leighton Buzzard Salvation Army Band have cancelled their visit to Wales at Easter owing to privation in the miners' homes where they had intended to stay.

The United States Government has purchased two buildings near the Parliament building as the permanent premises of the offices of the American Legation in Ottawa.

Given by the Marquis of Londonderry to Durham County Council, Seaham Hall, Durham, where Byron was married, was opened as a sanatorium on Feb. 25.

An order of the Ministry of the Interior prohibits the entry into Jugo-Slavia and the circulation of a book on the Balkans by the Italian journalist Italo Zingarelli, who resides in Belgrade.

For police work on the patrol path between Ta-kung and Lin-ma-hang, New Territory, it is proposed to construct a frontier block house in concrete with all necessary contingent works.

During the Easter vacation (April 6 to 12 inclusive), the Supreme Court offices will be open from 10 a.m. to 1 p.m., except on public and general holidays when the offices will be entirely closed.

Advance booking is now open in the lobby of the Queen's Theatre for the dress circle during the entire season of "Flesh and the Devil," the big film which begins a run of five days at the Queen's Theatre to-morrow.

Canada benefited indirectly from Colonel Lindbergh's trans-Atlantic flight to the extent of an additional sale of 10,000 tons of newsprint to provide for the extra editions published on the flight in the United States.

In Germany last year twenty-eight Shakespearean plays were staged, there being 117 performances in Berlin and sixty-six in Hamburg. "Twelfth Night" was the most popular play, followed by "The Taming of the Shrew."

Under the Societies Ordinance, 1920, the "Ki Tuk Kau Wai Siu Nin Tuen" has, according to the "Government Gazette," been declared an unlawful society. The name, as rendered in Chinese, indicates a Christian institution of young men.

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**SEND IT HOME!**

Several events this week are bound to increase the demand for the "Overland China Mail." Many copies are likely to be sent away, to give the obituary notices of Mr. R. G. McEwen, Mr. Bertram Giles and Mr. W. G. Gerrard. Then, again, there have been a few more company meetings, reports of which business men are prone to forward to connections.

To ensure getting supplies, order at once.

Particular interest has been displayed at Home this week on events in China. Discussion about the tariff question, the conversations about the 1927 Nanking incident, the possibility of peace or war between North and South, the visit of Marshal Li Chai-sun, Hong Kong's good friend, to Nanking—these are all topics on which full information will be sought by friends at Home.

All the week's news, to which must be added sound comment, comprehensive explanations and special articles will be found, as usual, in the "Overland China Mail."

**WHEN YOU GO ON LEAVE.**

Hong Kong's spring exodus has begun. Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek, are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

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**"THE OVERLAND CHINA MAIL."**



# Sport Columns

## F.A. CUP TICKETS.

PUBLIC BLAMED FOR GANG PROFITEERING.

£2 FOR 5/- SEATS.

"Profiteering in football Cup-tickets can no more be stopped than can profiteering in concert, lawn tennis, or any other tickets giving the right of admission to any popular event."

This is the conclusion reached by football authorities of all grades as the result of their efforts to stamp out the profiteering in tickets.

Outside the ground at the Arsenal v. Aston Villa match, 5s. seats were sold for as much as £2 each and 10s. seats for £2 10s.—and no one could stop the vendors carrying on their lucrative business.

### Officials Helpless.

Mr. F. J. Wall, the veteran secretary of the F.A., declared that he himself saw what was going on at Highbury, "but," he said, "what could the officials do? Nothing at all. I am satisfied that every reasonable and humanly possible step is being taken by football clubs to stamp out this profiteering. If it were a legal offence they would very soon put a stop to it. As it is no more than morally wrong officials can only do their best and minimise it as much as possible."

"So far as we are concerned, we issue no tickets at our offices for the Cup Final, and Wembley does not accept personal application for tickets. It must be done by letter. The whole correspondence is carefully sifted by a special committee to eliminate applications which are suspected not to be from bona fide spectators. But how can they be sure of stopping it altogether?"

### Ridiculous Prices.

Mr. H. J. Chapman, manager of the Arsenal, blames the public. "There is only one absolute remedy," he declared, "and that is for the public to refuse to buy at the ridiculous prices asked. We are doing our best. These people who sell the tickets outside are highly organised. They do not write in their own names. It is difficult to detect them all among the applications. They are making a business of it, and it lies with the public to stop it. It is wicked to give 25s. for a seat."

### 55 Note Clue.

Another Arsenal official told the "Evening Standard" that when the letters of application were opened, there were 200 registered letters among them. These included three from different parts of London, in different handwriting, and in different names. Each contained one 55 not asking for twenty 5s. seats.

It was noticed that the notes bore consecutive numbers. They were returned by registered post to the senders instead of tickets. At the Cup tie game with Everton the profiteering gang showed initiative in buying tickets from the visiting team, Everton. This fact was discovered when on the day of the match the profiteering organisation were selling tickets of a particular colour which had been supplied to Everton only!

## R.H.K.G.C.

STARTING TIMES FOR TO-MORROW.

FANLING OLD COURSE.

Royal Hong Kong Golf Club starting times on the old course at Fanling to-morrow are as follows:—

9.24 a.m.	X. Gordon, R. E. Green-smith.
9.28	R. A. Green, M. G. Mills.
9.32	H. U. Ireland, J. Thayer.
9.36	H. Spicer, M. H. Ivy.
9.40	W. A. Weight, H. A. Mills.
9.44	N. H. Procter, J. H. Raikes.
9.48	A. W. Hay Edie, O. E. C. Marton.
9.52	A. R. Cox, J. H. Bottomley.
9.56	A. H. Ferguson, D. G. Bruce.
10.00	G. E. Ellams, C. P. Ross.
10.04	D. M. Goodall, A. Morley.
10.08	A. E. Lissaman, A. B. Purves.
10.12	J. Cameron, D. J. Gilmore.
10.16	D. J. Valentine, W. K. Dunscombe.
10.20	E. C. Frederick, S. A. Arthur.
10.24	A. B. Stewart, G. Murray.
10.28	J. S. Dykes, W. C. Clark.
10.32	D. J. Lacon, E. A. Simon.
10.36	A. B. Raworth, L. R. Andrews.
10.40	A. W. Hoxes, S. C. Feltham.
10.44	A. Leach, A. D. Humphreys.
10.48	E. Davidson, G. Davidson.
10.52	J. H. M. Andrew, F. H. Swayne.
10.56	F. A. Redmond, E. Des Voeux.
11.00	H. Rogers, B. P. MacMahon.
11.04	H. D. C. Hull, F. G. Howie.

The Hon. Mr. W. H. Thorne has been elected President of the Ipoh Golf Club.

The following will represent the University 1st XI (senior league champions) in a cricket match against "the Rest" to-day at Pokfulam:—C. W. Lam, (captain), Rev. E. K. Quick, Dr. D. Laing, W. Hong Sling, S. V. Gittins, J. Barrow, A. P. Gutierrez, F. I. Zimmerman, E. A. Lee, N. P. Karanjia, A. T. Lee.

H.M.S. "Cumberland" and the 2nd Batt. King's Own Scottish Borderers met in a team boxing match at Murray Barracks last night. The cruiser won four bouts (each of three rounds, Imperial Services conditions) and the soldiers three. The remaining three were abandoned on account of rain. Prizes were presented to the winners by Lt.-Col. L. J. Conyn, C.M.G., D.S.O., officer commanding the 2nd Koskies.

## K.B.G.C. MEETING.

OFFICERS ELECTED FOR THIS YEAR.

SEAFARING MEMBERS.

Mr. B. Wylie proposed at yesterday's annual meeting of the Kowloon Bowling Green Club that seafaring members of the Club be limited to the ratio of one in three and that their membership fee of \$3 per half year be raised to \$5. The meeting decided to refer the proposals to extraordinary meetings to be convened.

Mr. D. Keith was elected a life member. The past year's activities, as dealt with in the annual report recently published, were reviewed by Mr. C. Bond (President). Officers for this year were elected as follows:— President, Mr. B. Wylie; Vice-President, Mr. D. F. Warren; Hon. Secretary, Mr. R. Lapsley; Hon. Treasurer, Mr. E. F. Thompson; General Committee: Messrs. D. H. Nish, L. Guy, W. Russell, D. Keith, R. Duncan, T. Ferguson; Ballot Committee: Capt. B. R. Branch, Messrs. E. W. L. Hogbin, D. Harvey, P. T. Farrell, C. Atkinson, J. T. Dobbie.

## IS IT LUCK?

ENGLAND'S VICTORIES AT RUGGER.

Our Rugger matches against Wales and Ireland in the last two years provide an extraordinary similarity in figures. Wales have been beaten twice, by 11 points to 9 in 1927, and by 10—8 this year; Ireland lost last year by 8 points to 5, and ran England to a single point, 7—6 this time.

That is to say, we have won four International matches by an aggregate margin of seven points, says a London writer in mail week.

There is always an element of luck about the result of a match when there is less than the value of a try between the scores. How many tries are scored, or not scored, solely by reason of the bounce of the ball; and, of course, one must consider the cases of accidental infringements which the referee is unable to see. No one can doubt that, though in no particular instance perhaps have we been noticeably lucky to win, we have been lucky to get home so narrowly on all four occasions.

Closed since the war, Greenwich Park railway station is being made into a billiard hall.

On their Mess tables on Thursday night, the Warders defeated the Royal Engineers in a return billiards match by 228 points. The teams were—Warders: Noonan, Randle, Johnston, Gooding, Hodge, Collins. R.E.'s: Osborne, Bevan, Royal, Roberts, Girnan, Pycock.

According to the monthly circular issued by the St. Peter's Church Young Men's Club, the first annual marathon race will be run off on Saturday, April 21 at 3 p.m. sharp. Competitors are requested to be at the Club house by 2.30 p.m. The race is open to the Colony and there is also a team competition in connection with the race.

## CHINESE ART.

KOWLOON EXHIBITION SUCCESS CONTINUES.

LADY CLEMENT'S VISIT.

The Committee responsible for the Exhibition had earned the gratitude of the whole community in enabling them to become better acquainted with the manners and customs of those amongst whom they lived and of which, to many of them, so little was known at present, said the Hon. Mr. J. Owen Hughes in opening the China Exhibition at St. Andrew's Church grounds yesterday.

There was a large attendance at the Exhibition and there is every evidence that the object of the promoters of the scheme being attained in interesting residents in phases of Chinese life with which many have hitherto been unacquainted.

Lady Clement visited the Exhibition yesterday.

In the course of his opening remarks, Mr. Owen Hughes referred in particular to the arrangements for the exposition of Chinese Craftsmanship. It was unfortunately true that Chinese craftsmanship and workmanship had steadily deteriorated, certainly within the time that he had been resident in the Colony. Time was when if work was given to a Chinese carpenter or painter, such work was invariably well done. Such, unfortunately, was not the case to-day. Mr. Owen Hughes said he made an exception of the Chinese mechanic and engineer who was known throughout the world as being possibly without a superior. This was due to the excellent training in local dockyards, and electrical plants. He appealed for support for the Chinese youth, for facilities in the form of better technical training and hoped the Government would give some encouragement in this connection.

Dr. S. W. Tso also spoke of the need for greater understanding between the Chinese and foreigners and said that any attempt to dispel misunderstanding was a noble work which might bring in its train immense possibilities in the future for co-operation among nations towards the common good. The promoters of the Exhibition were to be heartily congratulated for staging the Exhibition, especially when it followed so closely in the wake of the recent rapprochement between Hong Kong and Canton.

## WESTERN MEDICINE.

GREATER APPRECIATION BY CHINESE.

TUNG WAH HOSPITAL REPORT.

The annual report of the Tung Wah Hospital, submitted to H.E. the Governor by Mr. Li Hoi-tung, the Chairman, states that during 1927 the total admissions to the hospital were 9,726, including 438 patients who were admitted in the previous year and still in the hospital at the beginning of the year. During this year 4,960 came under Western treatment and 4,833 under native treatment. About 3 per cent. entered private wards and paid their own expenses; and the rest were treated and supplied with free medicine and food by the hospital.

In the maternity wards there were 1,528 labour cases. The number was greatly increased perhaps due to the fact that more people appreciate the Western treatment in maternity and prefer to go to hospital where more proper care is taken.

The number of free vaccinations in the year was 2,776.

There were 196,203 out-patients. Free medicine was supplied to those who wanted it. We thank the Government for the contribution of \$5,000 for two years (1925-1926) and the promise of \$2,500 annually for defraying the expenses of medicine. We understand that the Government has established a Central Dispensary from which the hospital can purchase medicine at wholesale price. Thus, the hospital can reduce some of its expenses on medicine. The number of persons who came for Western treatment was 48,228 while the number who came for native treatment was 146,975. We have employed three full-time doctors and propose to equip a suitable place for treating out-patients by Western methods.

During the year we have given 5,611 free coffins and burials, 3,781 of which were given to the Government Civil Government and the Mortuary. We thank the Government for granting \$10,000 annually for defraying part of the expenses of coffins.

The number of bodies brought in dead during the year was 1,512. 499 destitutes were sent back to their native home at the expenses of the hospital.



THE PERFECT  
DRINK  
WHICH QUENCHES  
THE THIRST

AFTER OUTDOOR SPORT  
**ELBSCHLOSS**  
EAGLE BRAND  
BEER

Sole Agents for Hong Kong.

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## HUNGRY CROWDS.

SAD SIGHTS IN MOSCOW.

[By Dr. Edouard Luboff.]

If the news of Moscow's famine and long, hungry and freezing queues over reaches Trotsky in his exile in Turkestan he will be pained to see that his prophecy has been fulfilled; for one of the chief reasons for his fall from grace was the emphasis he laid on the increasing length of the Moscow queues and his prophecy that conditions in the New Year would grow worse.

But Moscow is used to hungry queues; they have been her lot ever since the Bolsheviks became her masters and established the system of State trading. To-day the queues are longer and the waiting crowds of women and children are hungrier and colder, but the system is the same. Last year, it is estimated by Soviet statisticians, the housewife had to wait in various shopping queues on an average three hours a day; to-day she waits six, but the tragedy is not in the waiting, unpleasant as it is. With wages equalling a purchasing power of 15s. 11d. a week ("Pravda," November 17) and with prices some 150 per cent. above their pre-war level, the Moscow worker's wife finds shopping, even were there no queues, a difficult and painful process.

Moscow is hungry, not only because there is not enough food to go round, but because the majority of the population cannot afford to pay the prices charged. I have succeeded in obtaining the retail prices in Moscow on the eve of the present panic. A pound of white bread at the fixed price is 2½d. This is twice as much as before the war—and that in a country that was called the granary of the world. Sugar produced in the nationalised refineries from cheap beet is retailed by the State shops at 8d. per lb., or three times as much as before the war. Eggs and butter, which are being exported in large quantities, fetch 1½d. each and 1s. 8d. per lb. Even frozen

beef is 1s. 2d. per lb., or three times as much as in 1913. These prices are lower than those ruling here; but as wages are only about a third as high, the British worker's lot is immeasurably happier. A common suit of clothes made in the Soviet tailoring factory costs £8, and an overcoat of the same quality £28.

From various figures cited in the "Izvestiya" and the "Pravda" I have been able to compare the budget of a Russian worker with that of his prototype in England and I find that, allowing for Russian conditions, the Russian worker lives on one quarter of the British standard. He is terribly underfed; even his ration of bread is only one half of that allowed to prisoners in the times of the Czar. And if it is maintained that the average figure does not represent the actual consumption of the head of the family, then it is evident that his wife and children are badly underfed.

The reduction in the average consumption and the rise in prices are due to acute shortage. The peasants—that inarticulate majority of the Russian people—have at last put their oft-repeated threats into practice. They refuse to sell their produce to the Soviets, preferring in many cases to convert the grain into vodka by illicit distilling rather than to exchange it for useless paper roubles. At first this form of resistance and opposition was thought temporary, and it was expected that when the land tax fell due the peasants would be forced to sell.

But these expectations have not materialised and the Soviet officials are now panicky. They have collected large quantities of manufactured goods and have taken them post haste to the villages in the hope of being able to exchange them for agricultural produce. This has left the towns, and particularly Moscow, without adequate foodstuffs, and manufactures.

To-day, Moscow is getting hungrier and even the OGPU (the secret terrorist police) is unable to cope with the rumours and with the activities of the *khvostniki*, the professional queuers who shop for speculating purposes. Hundreds are arrested daily but others take their place—"Daily Mail."

## EXCHANGE.

TO-DAY'S QUOTATIONS.

On London—  
Bank wire ..... 2/- 1/2  
Bank on demand ..... 2/- 5/10  
Bank 30 days' sight ..... 2/- 1/2  
Bank 4 months' sight ..... 2/- 1/2  
Credit 4 months' sight ..... 2/1/4  
Documentary 4 months' sight ..... 2/1/4

On Paris—  
On demand ..... 1247 1/2  
Credits, 4 months' sight ..... 1322 1/2

On Berlin—  
On demand ..... —  
On New York—  
On demand ..... 49 1/2  
Credits 60 days' sight 50 1/2

On Bombay—  
Wire ..... 184 1/2  
On demand ..... 184 1/2

On Calcutta—  
Wire ..... 184 1/2  
On demand ..... 184 1/2

On Singapore—  
On demand ..... 87

On Manila—  
On demand ..... 98 1/2

On Shanghai—  
On demand ..... 78 1/2  
30 day's sight (private paper) ..... —

On Yokohama—  
On demand ..... 102 1/2  
Gold Leaf, 100 fine (per taal) ..... 25 1/2

Sovereigns (Bank's buying rate) ..... 9.60  
Silver (per oz.) ..... 25 1/2

Bar Silver in Hong Kong ..... 3% prem.  
Chinese Copper Cash nom.  
Chinese Copper Cents 6% prem.  
Rate of Native Interest ..... 7% p.a.  
Chinese Sub. Coin ..... 31 1/2% dis.  
Hong Kong Sub. Coin ..... Par.

## LONDON EXCHANGES.

	London, Yesterday.
Paris	124
New York	488 3/8
Brussels	24.97
Geneva	25.84
Amsterdam	12.12
Milan	92.40
Berlin	20.41
Stockholm	18.18
Copenhagen	18.21
Oslo	18.28 1/2
Vienna	34.69 1/2
Prague	164 1/2
Helsingfors	193 1/2
Madrid	28.97
Lisbon	2% 1/2
Athens	66 1/2
Bucharest	77 1/2
Rio	5 59/64
Buenos Aires	47 27/32
Bombay	1/5 31/32
Shanghai	2/6 1/2
Hong Kong	2/0 1/2
Yokohama	1/11 16/32
Silver Spot	26 3/8
Silver Forward	26 3/16

—British Wireless Service

## BARON JAILED.

POISON PEN LETTER WRITER.

Vannes, Brittany. — Baron de Beaudrap, head of one of the oldest and most aristocratic families of Brittany, was sentenced at the assizes here to 18 months' imprisonment for writing a series of anonymous letters containing allegations against the honour of people prominent in local society. Their authorship baffled the police for nearly four years.

The baron was ordered to pay £800 damages to Mme. Rozé, widow of a decorator who died of grief as the result of statements by the baron that he had written the letters at the instigation of Countess de Montfort. The baron was also ordered to pay nominal damages of £40 to Countess de Montfort, and £8 to each of the Countess de Sain and Count de Salins.

## CIVILIANS v. NAVY.

ANYONE CAN PLAY SOCCER AT HOME. THE GROUND IS ALWAYS WET AND SOFT, FOOTBALLERS LAST MUCH LONGER HENCE THE

OLD MEN PLAYING FOR THE VARIOUS LEAGUE TEAMS.

THE GOALIES WERE CERTAINLY THE BEST OFF, WHEN THEIR FEET GOT TIRED THEY COULD HANG ON TO THE CROSS BAR

SPEAKING TO ONE OF THE PLAYERS AFTER THE MATCH HE SAID THE GAME WAS LIKE

PLAYING A SWISS TEAM AT SOCCER IN THE ALPS.

NOW WHEN THE NAVY MET THE CIVILIANS, THE GROUND WAS SO HARD AND ROUGH LIKE THAT THE PLAYERS' POOR LITTLE TOES COULD HARDLY DO THEIR STUFF.

TRY A SITTING POSITION, OR STAND ON THEIR HEADS.

IT APPEARS THAT UNLIL THE NAVY'S CAPT. WAS TODELING HIS TEAM FROM AMONG THE SPIKES, THE CIVILIANS WON WHETHER THEY HAD OR NOT THE NAVY TEAM WERE TOO TIRED TO FIND OUT. STAN HILL

How the Civilians accounted for the Royal Navy in the opening match of the Lai Wah Cup last Saturday.

# BOXING

At Which Will Appear Several Contestants From  
The American Squadron.  
TO-NIGHT, at 9.15 p.m.  
**LEE THEATRE.**  
(Percival Street.)

YOUR LAST OPPORTUNITY  
**THE CHINA EXHIBITION**  
WILL BE OPEN  
**TODAY**  
from 2-6 p.m.



## Bargains in Rain Coats!

For Gentlemen . . . \$6.50 up  
For Ladies . . . \$9.00 up  
For Children . . . \$5.75 up

Also Special Offer in  
Gents' & Ladies' Umbrellas.

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Hong Kong's Artistic Photographers  
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Best machine made bricks  
Highest tests and uniform qualities.  
For Economy, Quality, Beauty, Durability and  
Satisfaction unsurpassed.

**YEE YICK SAND-LIME BRICK CO.,**

CHING IU NAM  
Manager.

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148, Queen's Road, West, 1st Floor.  
Telephone No. C.8882.

### CHY LOONG.

New Season. Preserved Ginger.

Best quality—Prompt attention to Exporters.

Office:—231, Queen's Road Central, 2nd floor. Tel. Central 2530.  
Factory:—500-504, Canton Road, Yau-mat. Tel. K. 869.

## BUSINESS DIRECTORY.

### Bookbinders.

THE "CHINA MAIL" Book-  
binders.  
No. 3a, Wyndham Street.

### Dentist.

HARRY FONG, Dentist,  
1st floor, No. 74, Queen's Road  
Central. Tel. Central No. 1255.

### Electrical Supplies.

THE GLOBE FOOK CHEONG  
ELECTRICAL SUPPLY CO., LTD.  
72, Queen's Road, Central.  
Tel. C. 3270.

### Engineers &

### Shipbuilders.

W. S. BAILEY & CO., LTD.  
Engineers and Shipbuilders,  
Kowloon Bay.  
New Work & Repairs.  
Call Flag "L".  
Sole Agents for Kelvin Motors.

### Hair Dressers & Booksellers.

LEE YEE,  
Ladies' and Gentlemen's  
Hair Dressers  
and Booksellers.  
No. 12, D'Aguilar Street,  
(opposite Queen's Theatre)

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HANSON SKEY,  
Ladies' and Gentlemen's  
First Class  
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25, Wing Wo St. Tel. C. 1116.  
Metal Merchants and Ship  
Chandlery.  
Managing Director—

## THE WORLD OF BOOKS

### DOCTOR JOHNSON.

WHAT HE WOULD THINK  
TO-DAY.

Devout Johnsonians generally confine their worship of the many-sided John Bull of Letters in the eighteenth century to his purely literary works. Yet by his rare knowledge of the science and manufacture of his day, his interest in aviation, his prescience of gas lighting, &c., he was the forerunner of writers like Jules Verne and H. G. Wells. In those then unpopulated subjects, he towered above all his contemporaries, as monumental as Mont Pilatus, and as lonely as Keats's "Penk in Darien."

#### Arkwright's Praise.

Sir Richard Arkwright, long popular as the original, sole inventor of cotton spinning, said Johnson was the only person who, on a first view, understood the principle of the complicated process.

Had he been present Johnson would certainly have replied with characteristic emphasis: "Your mechanism, sir, wears the gold lace and cocked hat of improvement, sir. Its principle was invented by my friends, John Wyatt and Lewis Paul, 40 years ago, sir. I saw another India in it, sir, and did my best to make it go, sir." Annoying to the knight of the "Water Frame," but modestly true in fact; for their machine was the first actual, practical attempt at spinning by rollers ever made. Arkwright adopted its principle.

Wyatt, who also invented the weighing machine and ball bearings, was a carpenter at Weeford; Lichfield, and Johnson's mother was related by marriage to his family. Paul, a Huguenot by descent and an inventor of standing, had misapplied his paternal fortune in gay life, and gossip gave him a bad name. About 1730 Johnson began his literary career in Birmingham by translating for Thomas Warren, the bookseller and publisher. There he often met the inventors, and doubtless heard much about their new "gyrnack" of importance.

#### The Shock-absorber.

When patented, in 1738, Paul exploited it in London; while Wyatt haunted Spitalfields for improvements. Johnson was then in regular but obscure employment as a hack for Edward Cave, founder and publisher of the "Gentleman's Magazine," at St. John's Gate, Clerkenwell. Cave and Dr. Robert James, of Fever Powder's fame, subscribed large sums, both seeing in spinning by rollers a new and greater "El Dorado" than Sir Walter Raleigh found in Guiana.

"Floating such a radical invention in a non-technical age and place entailed long and vexatious delays. Licences were granted; but the grantees were so ignorant they could not learn to use the machines. By 1741 Warren was all but bankrupt; Cave and James were clamouring for some return for their money, and Johnson was "shock-absorber" between them. In the first of his eleven letters to the latter he says: "Dr. James presses me with great warmth to remind you of your promise. This you know, sir, I have some right to insist upon, by my assiduity in expediting the agreement between you." After this bit of pure Johnsonese, "he that desires only to do right, can oblige nobody by acting; and must offend every man that expects favours," he suggests at length "the most eligible method of determining this vexatious affair."

#### Unpopular Spindles.

Probably through Johnson's efforts the trouble was accommodated, as his next letter is dated 1755. At Christmas, omens of disaster were in the sky, and Johnson was very ill with a cough that made him "faint under its convulsions," being bled three times and losing fifty-four ounces. "If you can spare a bed," he proposes, "I will pass a week at your house; and I know you will let me live my own way." We fancy the sage

found Paul a reviving host, and as lively and entertaining as Richard Savage and other starving penmen of the taverns. The crisis came in 1756, when Cave proceeded against Paul, and Johnson went into the breach once more. "I believe I can favour you," runs his confident pen, "and will endeavour it." He is thinking of Hitch (a proprietor of the Dictionary) and will have him sound by a third hand, "who might lend money upon spindles," but he warns Paul that at the Gate "spindles are there in very little credit."

The inventor is recommended to use his skill "in these transactions" in finding a proper lender, "for my friends have not much money," and the writer was then in difficulties himself. He then outlines a letter which he could show to Cave for Paul to copy.

#### Always Friendly.

The next letter is the most characteristic of all. "I would not have it thought that if I sometimes transgress the rules of civility, I would violate the laws of friendship." He had been hindered from calling; "but if by coming I could have been of any considerable use, I would not have been hindered." To another appeal he replies, plainly: "You will think I forget you, but my boy (Francis Barber) is run away, and I know not whom to send."

Cave now seized Paul's goods and stock. The pith of Johnson's reply to the news is in his certainty that it was not done with the "privity" of David Henry, an Aberdonian, Cave's partner. "He has no interest in it, and he is too wise to do ill without interest," a neat, typical cut at the Scot. Cave next made a sale, and out of goods valued at eighty pounds sold, Johnson reports, "only a fire-shovel for four shillings." Thus, extinguished by the distrainer's hammer at that inglorious figure, ended a great invention, the principle of which was destined within a century to make Lancashire the wealthiest county in the world.

### BONNIE MARY.

Mary is a happy little person. Her vocabulary consists of one syllable "hough," but her inflection is subtle and she says much with the one word. Cherry Kearton, lecturer and student of animals, is very fond of Mary, and takes her with him on some of his lecturing tours. She is a chimpanzee. With a naive simplicity which is in itself attractive, Mary's protector tells all about her, her intelligence, her endearing ways, the funny situations into which she gets herself, and her explorations in the civilised world of her adoption. On one occasion Mary followed a strange man into the sea on an English beach. She was scared of the waves, but the attraction overcame her fear. She followed the man and insisted on kissing his toes and dancing with him. The explanation is that the strange man had hairy legs, uncommonly hairy for an Englishman, and Mary had an eye for beauty.

("My Happy Chimpanzee." By Cherry Kearton. London, Arrowsmith.)

### PAMPERING THE WORKERS.

The theme of Mr. J. K. Pulling's latest story is socialism in industry. Forrester's works are run on strange lines, the rich owner being something of a dreamer, and, without knowing it, something of a despot also. He founds a model village, with all sorts of rules and regulations, in which the workers live apart from the world as though they were on another planet. The result is seen in their loss of initiative, the development of a tendency to lean, and a general weakening of character. A murder which may well have been taken straight out of the columns of a newspaper adds a morbid sort of interest to the story.

("Forrester's." By J. K. Pulling. Hodder and Stoughton, London; Sydney, Angus and Robertson.)

### HER TRAGIC LOVER.

Mr. Martin Armstrong, in such novels as "The Puppet Show" and "The Gout and Compasses," has shown that he is an earnest writer who goes beyond the mere job of telling a yarn. He aims at making his folk real, and certainly in this, his latest story, the tale of a stepmother's tragic love for her stepson, he makes them so, and shows the workings of a woman's heart with truth and sympathy.

Obviously there can be no happy ending to such a story, but to those readers who are not continually demanding fictional sugar-touch of bitter will commend itself as a thoughtful novel well above the average.

("The Stepson." By Martin Armstrong. London, Cape.)

### THE BLIND DETECTIVE.

Max Carrados, the blind detective, who can read a newspaper with his sensitive fingers, is known to Mr. Ernest Bramah's readers, and here is a collection of stories in which his uncanny faculty of putting facts together and reading folks' thoughts are exercised in a number of astounding directions. The book is an interesting chronicle of a fictional detective, and a good deal above the average of such literary efforts.

("Max Carrados Mysteries." By Ernest Bramah; London, Hodder and Stoughton; Sydney, Dymock's.)

### THE INCREDIBLE EAST.

"He knew that on earth anything may happen, especially in China." Prefacing her latest story with these words, Louise Jordan Miln used them as her excuse for a somewhat incredible life history of a Chinese bandit. So Wing loved the woman who became his step-mother. He was indifferent to his father, and would have killed him without a qualm, but a finer opportunity to save the life of his half-brother—a wee baby thing that fell into a lake in the careless way they have in China—gave him the finest moment of his life. He saved the baby and cut his thigh on a rock, and then sank in giving him back to the woman he loved.

("In a Yun-Nan Courtyard." By Louise Jordan Miln; London, Hodder and Stoughton; Sydney, Angus and Robertson.)

### "IT."

What is "It"? Lots of people have asked the question. It is something intangible, call it charm, fascination, art. It is probably art—the art of dressing to attract—the art of the vamp. Those who have any doubts as to the definition of "It" need have them no longer. It is all explained in a series of stories by an expert on the subject! One of these tales has been filmed. It is wretchedly told, but a million or so people prefer tosh because it makes no undue demands upon their intellects.

("It." By Elinor Glynn; London Duckworth.)

A biography of the Marquis of Reading, written by Mr. C. J. C. Street, is forthcoming with Mr. Geoffrey Bles.

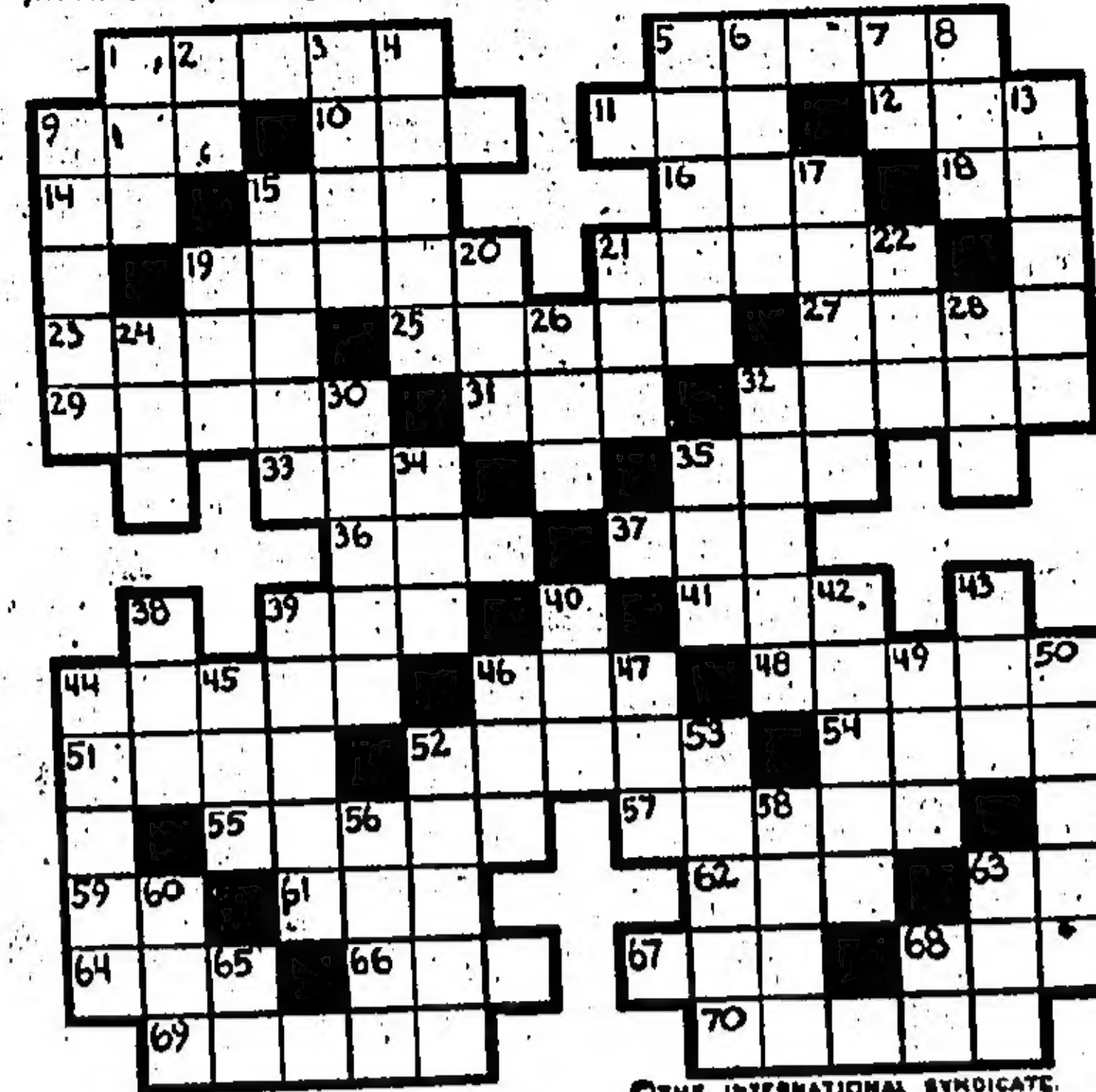
The late Mrs. H. G. Wells was, like her husband, a writer, and a collected volume of what she wrote is to be published by Chatto as "The Book of Catherine Wells."

Mr. Harry Preston, who is so well known in the world of sport, has, with Mr. Patrick Thompson, been writing his reminiscences, and they will be published by Constable.

Mr. St. John Ervine's biography of Charles Stuart Parnell is being issued by Benn in a popular edition.

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



### HORIZONTAL

- 1-A small piece of anything
- 5-A harbor
- 9-Part of a fish
- 10-Over (contraction)
- 11-A marsh
- 12-A realious substance
- 14-Toward a higher level
- 15-Mineral spring
- 16-An oath
- 18-Depart
- 19-Keenly watchful
- 21-Commence
- 23-Division of the earth's surface
- 25-A tall structure
- 27-Mount
- 28-Finished
- 31-A young hog
- 32-One side of a ledger
- 33-A measure of weight
- 35-Stowed away
- 36-At this time
- 37-An authoritative prohibition
- 39-To decay
- 41-Spun by a spider
- 43-To put off
- 45-To tire out

### HORIZONTAL (Cont.)

- 51-A ridge of rocks near surface of water
- 52-A language
- 54-The fat of beef
- 55-More recent
- 57-A street arab
- 59-Part of verb "to be"
- 61-Butt
- 62-To put on
- 63-Exist
- 64-A very small spot
- 65-A domestic animal
- 67-To offer
- 69-To cut down
- 70-Spun
- 72-To loosen

### VERTICAL

- 1-A disease of fowls
- 2-An article
- 3-To oppose
- 4-An organ of the body
- 5-To linger about
- 6-In a state of eager curiosity
- 7-Diminutive suffix
- 8-To scold continually
- 9-A shiny shrub of the bean family
- 13-To crave unlawfully
- 15-Partly frozen rain
- 17-Telegraphically
- 18-A marsh
- 19-Distant
- 20-A vehicle
- 21-Move quickly
- 22-To throw irregularly
- 23-A dried fruit
- 25-Lowest possible point
- 26-To walk thru the water
- 28-Fashion
- 29-To plant seeds
- 30-To cuff or buffet
- 35-Preposition
- 36-Nickname for

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

### CLEVER SHORT STORIES.

Mr. H. A. Vachell's work is always popular, but it is in the short story that he probably is found at his best. His latest book is a collection of stories of which the first, "Dew of the Sea," gives its name to the book. He takes, however, a variety of themes, and backgrounds, all of which are not of the sea. Pathos and heroism, comedy and reguery are here for all ages and every mood.

("Dew of the Sea and Other Stories." By Horace A. Vachell. London, Cassell Sydney, Angus and Robertson.)

### WATER SUPPLY.

Level and Storage of water in Reservoirs on March 1, 1928: CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1927	1928
Tytam . . . . .	9' 2" B 11' 10" B	
Tytam Bywash . . . . .	28' 2" B 28' 8" B	
Tytam Intermediate . . . . .	20' 4" B 27' 11" B	
Tytam Tuk . . . . .	25' 10" B 28' 6" B	
Wong Nei Chung . . . . .	19' 1" B 20' 4" B	
Pokfulum . . . . .	20' 4" B 20' 4" B	
(Note: B. denotes "Below Overflow"; A. denotes "Above Overflow".)		
Storage in millions of gallons.		
	1927	1928
Tytam . . . . .	271.21	291.70
Tytam Bywash . . . . .	99.52	72.37
Tytam Intermediate . . . . .	885.00	650.02
Tytam Tuk . . . . .	10.55	9.82
Wong Nei Chung . . . . .	23.80	23.25
Pokfulum . . . . .		
Total . . . . .	1,270.08	1,047.75

Consumption of water in the City and Hill District in millions of gallons during the month of February.

	1927	1928
Consumption . . . . .	191.88	204.54
Estimated population 409,340	419,960	
Consumption per head . . . . .	16.7	16.8
Full Supply in all Rider Main Districts during February with the excep-		

### YESTERDAY'S SOLUTION.

PALL HAUL	
ROOMERS	
A HAW O MET B	
CLUB DOT DOME	
HEM FIRED PUN	
EN JAVELIN ST	
INANE LAUDS	
WE WESTERN ER	
END STORY ALE	
STUB SOS VISE	
T NOB L RIM D	
RUSSIAN	
HERO DYED	

tion of the district west of Garden-road where an intermittent supply was given from 3rd to 28th February, 1927. Intermittent supply in all Rider Main Districts during February, 1928.

### KOWLOON WATER WORKS LEVEL.

	1927	1928
Kowloon Reservoir . . . . .	15' 7" B 8' 10" B	
Shek Lai Pui Reservoir . . . . .	10' 2" B 2' 4" B	
Reception Reservoir . . . . .	3' 4" B 0' 8" B	
Storage in millions and decimals of gallons.		
	1927	1928
Kowloon Reservoir . . . . .	210.5	268.78
Shek Lai Pui Reservoir . . . . .	63.14	106.68
Reception Reservoir . . . . .	24.55	31.30
Total . . . . .	297.74	406.85

Consumption of water in Kowloon in millions and decimals of gallons during the month of February.

	1927	1928
Consumption . . . . .	64.04	84.89
Estimated population 158,980	164,020	
Consumption per head . . . . .	14.5	16.8
Full Supply in all districts during February 1927 and 1928.		
The Government Analyst's reports show that the quality of the water is satisfactory.		
Total rainfall to February 28, 1927, 4.60, February 29, 1928, 5.45.		

### FOR SALE.

ASIATIC AND FOREIGN  
POSTAGE STAMPS  
In Bags, Packets, Sets, and  
Single.

PICTORIAL POSTCARDS  
with Chinese Costumes, Views  
of Hong Kong, Canton,  
Macao, &c.,  
and  
ALBUMS OF HONG KONG  
SCENES.

**GRACA & CO.**

Dealers in Philatelic Goods,  
Artistic Postcards, Toys,  
Picture Books, &c.  
WYNDHAM STREET





**POO ON CHINESE HERBS**  
Pimples and all skin diseases  
are easily cured by Poo On  
Chinese Herb treatment.



## CENSOR MYSTERY.

WHY WAS "YOUNG WOODLEY" BANNED?

## BEAUTY IN A PLAY.

London, Feb. 14. The play running this week at the Arts Theatre Club is Mr. John Van Druten's "censored" play "Young Woodley."

I record that it is "censored" with shame and regret. Institutions, in England, are the product of the public that supports them or is too idle to abolish them. The censorship is the product of the public which supports it or is too idle to abolish it.

If "Young Woodley" had been a play that advocated immorality or vice, there might have been a case for suppressing it, or, again, there might not. The public is not infallible, and the public remedy for a play likely to offend it is to stop away from it. But "Young Woodley" is a play about a young man of eighteen in love, his first romantic and idyllic love, with a girl slightly older than himself. And if there is vice or immorality in this, or a situation, indeed, more likely to produce anything but a state of heightened and exalted feeling, I do not know it.

## An Exquisite Moment.

If the incidents had been treated indecorously from the point of view of taste (which is to many people as important as the point of view of morality), or if there had been any indecorous speech or any indecorous action, there might, again, have been a case for suppressing the play. But there is no lapse in taste or single indecorous word or indecorous action, and the whole of that side of the history between the two is summed up in one exquisite, faltering confession of love made by the boy and one kiss given, as it so easily might have been given, at a moment of weeping.

The censor, even if reading through the love scenes with intent to find fault, which was unlikely, can have found no line that an infant would blush for. But the palpable reason, and the only conceivable reason, for the play's suppression I presume to be its "attack on the public school system." Once the schoolmaster's young wife, the girl who is in love with Woodley, does any in so many words that she thinks one part of the system is of doubtful wisdom—the part of the system that keeps young boys of the impressionable ages from fourteen to nineteen officially segregated from the influence of women.

## A Commonplace.

It is a point of view that is not unknown. It is a point of view that, with its arguments for and against, has been a commonplace in every suburb for a quarter of a century. Anyone venturing it as an original discovery would be looked at with wonder. But on the stage it is apparently the Censor's idea of an "attack," and as containing it "Young Woodley" is forbidden a hearing otherwise than private on the stage of London. The inference might be that if the public schools seriously needed to be defended by such means, they had better disappear to-morrow morning. As the public schools are certainly capable of surviving it, the better inference is that the disappearing might be done by the Censor.

The suppression is additionally provoking in this case, as the play, with certain rare and lovely moments in it, is always on the level of being worth seeing, and the acting is some of the most purely beautiful that has been seen in London for a long time past.

The play is not always on its best level. It gets a little melodramatic and unskillful towards the end. The best things in it seemed to me the first act (the dialogue among the house prefects), and the confession of love, exquisite, as I have said, to the girl. But it was difficult at all times to know how much was being put into it by the actors.

## Young Actor's Brilliance.

Mr. Frank Lawton, a very young actor whom I admired extremely for his playing some months ago for the Repertory Players, gave a performance of a sensitiveness, a sheer beauty, that cannot be overestimated. If the play had to wait a couple of years, as it did, before being produced in London, it was worth it seeing that chance led to his playing the part now. (Incidentally, he must learn not to look away so long from the person he is speaking to. He nearly spoilt a last-act scene by it. It is a stage convention, and a bad one. Observe people who are fond of one another parting, say, at a railway station. When they can think of nothing else to say, they still gaze at one another.)

After Kathleen O'Regan made her part beautiful, as she was meant to, the three house prefects, Mr. Henry Bennett, Mr. George Smith, and Mr. Derrick de Marney, were superb.

## SCHOOL TESTS.

USELESS TAIL TWISTER CRAZE.

## PROFESSOR STUMPED.

New York.—Intelligence tests are beloved of psychologists in American education. They think that by taxing the mind of the young people of the United States definite educational advantages are won and the boys and girls go out into the world of business fully stamped from the educational mint.

But these faddists have received a nasty set-back from Dr. Frank McMurtry, Professor Emeritus of Teachers' College, who sarcastically remarks of education in New York that it impresses him greatly. "I am still greatly impressed," he says, "for on the whole it has been abominable, and now we are moving towards a worse system."

He warned teachers against this passion for tests, tests, and more tests. Then he gave them one test, which he himself confessed he was unable to answer. Yet it was given the other day to his own students.

## Five Boys: Four Posers.

This was the test: Henry and Sam are eight years old, Edward is nine, Arthur is twelve, and Richard eleven. Henry and Edward play together and like each other. They will not play with Sam, for neither likes him. He feels the same towards them. They both would be very glad to play with Arthur or Richard, but they don't often have the chance, for these boys prefer those of their own age.

The students were asked to state: (1) Which of the five boys would Arthur prefer to play with?

(2) Name two boys who disliked each other?

(3) Who play with boys of their own age?

(4) Whom does Sam dislike?

Dr. McMurtry added that such tests brought education to a low level. And the trouble is caused by an army of young Ph.D.s who have never taught children. The human element still remained the biggest factor in teaching, but testing was a small one.

This example by the doctor can easily be paralleled by others that are given daily in the newspapers and are taken from college courses.

Such tail-twisters are a popular cross-word puzzles. But while they may amuse older people they are a dismal commentary on education in America.

## MILLION WILL.

FORTUNE FROM PROVISION SHOPS.

Mr. John James Sainsbury, aged 83, founder and head of Messrs. J. Sainsbury, Ltd., owners of many provision shops, left a fortune of £1,168,615, so far as can be ascertained, with net personality £284,865.

He bequeaths:—An annuity of £200 to his housekeeper, Emily Ferris, if in his service at the time of his death. Six months' wages to each of his other servants who have been in his service for seven years.

£200 a year to Leonard Tubbs, £100 a year to the other executors during the continuance of the trusts of the will, and

The residue of the property, as to one-seventh each, on various trusts for his children, George, Paul James, Lillian, Weldon, Dorothy, and Elsie, and one-seventh in trust for the children of each of his deceased daughters, Alice Symons and Louisa Hankey.

The will, dated June 25, 1925, with a codicil, is proved by his sons John Benjamin Sainsbury, Arthur Sainsbury, and Paul James Sainsbury, all of Stamford House, and Leonard Tubbs, of Moorgate-street, Chambers, E.C., solicitor.

Fortunes From Provisions. There have been several great fortunes left by provision merchants in recent years.

Mr. John Musker, a pioneer of multiple shop trading and a founder of the Home and Colonial Stores, left estate last year of £275,387, the death duties amounting to more than a quarter of a million.

Mr. Henry S. Bennett, chairman of a Midlands provision company, left £149,941. Mr. George Smith Ollerenshaw, chairman of Hunters, a multiple tea firm, left £191,068. Four years ago Mr. Frank Heywood, of Croydon, a former chairman of the Home and Foreign Produce Exchange, left £352,405.

Mr. Derrick de Marney, the little, fat, Master Tony Halfpenny (is this a possible name?), the house-master, Mr. David Horne, and the boy's father, Mr. Aubrey Mother, played line for line, up to the author's intention.

There is an easy way to play the play. Election to the theatre club and a subscription of a few shillings enables the general public to see the play. General

## "SAFETY FIRST."

IS ALL VERY WELL, BUT—

ON TAKING RISKS.

The word Adventure is in the air just now, especially in relation to religion. It gives a title to the last book of Essays edited by Canon Streeter. We are exhorted to "live dangerously," as Nietzsche bade us. "Safety first" is all very well when we are preparing to cross a street or board an omnibus; but in the great quest we must be prepared to run risks. I wish to consider in what sense this is true.

What is faith? A schoolboy defined it as "believing what you know to be untrue," which sounds like a caricature of a too well known sentence—seldom correctly quoted—from Tertullian. Frederick Myers distinguishes between the bastard faith of theologians, which consists in believing something on insufficient evidence, and the right idea of faith, as the resolution to stand or fall by the noblest hypothesis. This definition is not very different from the familiar words of the Epistle to the Hebrews, that faith is confidence in the truth of what we hope for, conviction of the reality of the unseen. (This is probably near the meaning of a difficult passage.)

## Faith and Fact.

Protestant theology has restricted the meaning of Faith too much—explaining it as subjective assurance of trust. It has sometimes been assumed that this attitude of throwing oneself into the arms of Divine grace may dispense us from the duty of forming rational convictions, and of directing our lives in accordance with them. Faith and fact come to be divorced. Either they are supposed to be directed to different objects, or we are told that the same proposition may be true for faith and false for science—in which case we are on a quicksand, and we are driven to play fast and loose with veracity.

The soundest teaching about Faith is to be found in a quite early Christian writer—Clement of Alexandria, about 200 A.D. He divides the Christian pilgrim's progress into three stages, of which the first and last are simple, the second complex. The first stage is faith, the second knowledge, and the third love. Faith is an act of rational choice, which determines to act as if certain things were true, in the confident expectation that they will prove to be true. The upward path begins as an experiment, and ends as an experience. The venture of faith is progressively justified as we understand life better, till at last knowledge passes into love, "which unites the knower with the known." Thus faith is the first step, knowledge the second, and love the third.

A Kind of Courage. Faith, in the Gospels, does not mean believing something: it is an inherent quality in the mind. It is a kind of courage; an attitude which favours adventure and is not afraid to run risks. Its opposite is not intellectual scepticism, but worry, cowardice, or despair. It can remove mountains—not literal mountains, but the obstacles which sloth and cowardice have put in our path. "Who does the utmost that he can will whistles do mair."

Now I think it may be said that the modern world is in a better position to understand what Christ meant by faith than the ages which went before us. Faith is a decision of the will, a sort of wager in which we decide to trust life to justify our best hopes. It is not the attitude of a mere onlooker. "In this world," said Francis Bacon, "God only and the angels may be spectators." Faith implies something to be done as well as something to be believed. It brings imagination into play—imagination, which for the ancients was an idle play of fancy, but which for Wordsworth "is reason in her most exalted mood." Like Coleridge, Wordsworth distinguishes between imagination and fancy. Fancy is an idle thing; imagination is closely allied to reason and practice. So allied, it becomes creative; when it ceases to be creative it turns inward, and becomes neurotic and unwholesome. Faith is a "vision" which always prompts to appropriate action; if it fails to do this it soon retreats into dreamland, and vanishes away.

## Men Like Darwin.

We shall make a great mistake if we overlook the part which the creative imagination, which is faith, plays in all noble endeavour, such, for example, as scientific discovery. Men like Darwin are possessed with the idea of a great principle which will explain the way in which nature behaves. They work as if it were true, and they find that nature also behaves as if it were true.

This is exactly the way in which religious faith proceeds, and in both cases it is the method of adventure. Some religious people, in order to escape danger, they fly to the most dogmatic and positive

religion, as a timid manner will seek "any port during a storm." Their motto is "safety first," and in consequence they learn nothing. He who experiences nothing is made no wiser by solitude; he who shuns temptation is made no stronger to resist it.

But why did I say that our modern way of looking at the world is favourable for an understanding of the meaning of faith? The answer is this: Before the age of science, not only was the history of the universe cramped into an absurdly narrow compass, but there was very little conception of history as having any meaning. It was believed that the universe was created out of nothing by a sudden and stupendous miracle a few thousand years ago, and that it will be destroyed by another sudden and stupendous miracle in a very short time. "The world is very evil. The times are waxing late—Be sober and keep vigil. The Judge is to be worked out in five or six thousand years. Between these two catastrophic interventions there was another—the Christian revelation. The whole idea of history was catastrophic. There was no belief in gradual progress: the natural tendency of humanity was to get worse and worse.

## The Meaning of History.

Therefore, until quite modern times, there was little or no faith in human history as having any meaning. We were sent into the world to save our own souls and to help other people to save theirs. But there was so little belief in the life of the race as having any meaning or value that if God chose to "shatter to bits the whole sorry scheme of things entire" the day after to-morrow, that would be a quite satisfactory end to the whole business.

This way of thinking about the world has vanished entirely from the minds of educated people. We are now taught that the earth is something like 2,000 million years old; that human beings, recognizable as such, have probably been in existence a million years or more, and that there is no known reason why our tenancy of the planet should not be prolonged for a million years more, which will give our social reformers plenty of time to try every conceivable experiment.

Besides this we believe that all movements are gradual. They are not necessarily upward movements, nor does it follow that greater complexity implies greater value or greater happiness. But it seems quite clear that whether we call the world good or evil, it is in our power to make it better. Time, for us, instead of having no value or meaning at all, is charged with tremendous possibilities for good and for evil.

Here we have a new task for faith, a task without which faith was necessarily half crippled. "See that thou make all things according to the pattern showed thee in the mount." These are our marching orders, which before the age of science were very little attended to.

## Timid Conservatives.

We are not to suppose that life in this world will go on for ever. All the tools and instruments, the stage and scenery, which the Creator has provided for the performance of His great drama will be scrapped when the play is done. That will not matter. "Though the earthly house of this tabernacle be dissolved, we have a house not made with hands,

## CROSSWORDS LEGAL.

SIR C. BIRON'S CONSIDERED JUDGMENT.

## TEST OF SKILL.

Dr. Henry Longstaff, Arthur Longstaff, his son, and Charles Burlett Rendall again appeared at Bow-street on a summons for publishing in the Competition Racing and Football Winner a scheme for the sale of chances in a lottery entitled "The New Blind Cross-Words." There were also summonses against Dr. Henry Longstaff, Arthur Longstaff, Edward Bates, and George Richard Jeffs for publishing the same scheme in the Racing and Football Leader.

It was stated that entries had to be accompanied by a fee of 1s. for the first and 6d. for each subsequent attempt. Prizes of £500 and £100 were offered, and £20 was distributed each week to blind charities. According to the prosecution there were 14 words in one competition for which there were alternative solutions and it was contended that the result depended upon pure chance and not skill.

Sir Charles Biron, in a considered judgment, said the question was not whether there was not a large or even preponderating element of skill, but whether skill was entirely eliminated. He had himself spent some little time in trying to solve the competition, and he found considerable difficulty in guessing some of the words. He thought perhaps that was due to his stupidity, though never having solved one of these competitions before, but a friend who had had considerable experience also was unable to solve one or two of the words without a good deal of research.

Some Examples. A few examples were: Affray—melee; to shell peas—shell; make able—enable; ejects—ousts; promontory—mes; and, looking at all these facts, he did not think he could say that there was no element of skill involved, so he dismissed all the summonses under the Lottery Act.

On the summons for appealing for subscriptions to a charity which had not been properly registered, Dr. Henry Longstaff was fined £5 and £2 2s. costs.

eternal in the heavens." But these transcendent hopes will hardly remain ours unless they act as creative forces in the world in which we live—that world which has been well called "the vale of soul-making."

Now all these "acts of faith" in the external world require courage and a willingness to take risks. I am no radical; but the kind of conservatism which proceeds from mere timidity is not to be commended. It is a curious reflection that as the average age of the population increases year by year, the influence of cautious greybeards may possibly be too strong. However, the flapper vote will not tend in this direction; and possibly the younger generation, who have left school since the war, are less inclined to play for safety than their parents were.

Faith is a spiritual venture, and does not imply an optimistic view of present tendencies. But these writers who have emphasised the buoyancy and courage of the genuinely Christian character, have done good service—Dean Inge in the "Evening Standard."

## A BLACKMAILER.

SERVANT DEMANDS "HUSH-MONEY" FROM EMPLOYER.

## MISS A. AND MR. B.

John Wright, aged 20, a man-servant, was sentenced to three years penal servitude at the Old Bailey for blackmailing his employer, stated to be a man of good position.

The prosecutor was referred to as "Mr. B." and a woman in the case as "Miss A."

The Recorder (Sir Ernest Wild, K.C.), said that blackmail was the only class of crime where there was a consensus of judicial opinion that the names of persons blackmailed should not be published. Otherwise such persons might be afraid to bring an offender to justice.

Mr. Francis Peregrine, for the prosecution, said that Wright had been employed by Mr. "B" for two years. He carried out his duties satisfactorily until the beginning of this month, when Mr. "B" had to go into a nursing home.

On February 7, Mr. "B" received a letter from him making allegations against him and Miss "A," a lady to whom Mr. "B" was engaged to be married, and demanding "enough hush money" so that he (Wright) could go abroad.

"If you have any respect for Miss 'A,'" the letter added, "you will do what I want you to do. Do not molest my girl friend in any way, because she does not know I am doing this."

Mr. "B" informed Miss "A," who, said counsel, communicated with the police. Acting under instructions, she arranged to meet Wright, who did not keep the appointment, but went to Miss "A's" house early one morning.

Conversation Overheard. Miss "A" telephoned to the police. The result was that Detective-sergeant Mugridge overheard the conversation between the two while he himself was concealed.

Wright then demanded £100. He said that he had old letters and an hotel bill to back up his demand. In his sock was found a torn hotel bill, which was pieced together by the officer.

Detective-sergeant Mugridge said that Wright was a native of Leeds.

In August 1926 he was bound over at Coventry for theft. Last December he stole a watch from Warwick-square.

Wright admitted stealing the watch and asked that it should be taken into consideration.

The Recorder said that it required a good deal of courage on the part of a person blackmailed to come into court. Fortunately both Mr. "B." and Miss "A." had that courage.

But for Wright's youth he would have sent him to penal servitude for seven years.

Mr. B. W. Fleisher, publisher of the "Japan Advertiser," of Tokyo, arrived in Shanghai with Mr. and Mrs. O. Russell, of his staff. Mr. Fleisher is staying at the Astor House Hotel.

The death occurred on March 11, of Mr. George A. Macdonald, of the firm of Macdonald, Stewart and Co., Glasgow. Mr. Macdonald was a director of many rubber companies in Malaya and visited there two years ago.

## CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

ST. JOHN'S CATHEDRAL, HONG KONG.

April 1, 1928.

## Palm Sunday.

Holy Communion: 8 a.m.  
Military Service: 9.30 a.m.  
Children's Service: 10 a.m.  
Matins: 11 a.m.  
Preacher: The Dean.  
Holy Communion: 12 noon.  
Evensong: 6 p.m.  
Preacher: The Rev. H. V. Knop.  
Short Social Evening in Cathedral Hall after Evensong.

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Subject: "Unreality."  
Wednesday Evening Meeting at 5.30 o'clock.

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Monday and Thursday 5 to 7 p.m.  
The Public is cordially invited to attend the service, and visit the Reading Room.

## ST. ANDREW'S CHURCH, KOWLOON.

Sunday, 1st April, 1928.

## Palm Sunday.

8.15 a.m.: Holy Communion.  
11 a.m.: Confirmation Service.  
2.45 p.m.: Sunday Schools.  
3 p.m.: Young Men's & Young Women's Bible Classes.  
6 p.m.: Evening Prayer; Preacher: Rev. H. A. Wittenbach, M.A.; Subject: "Duty to our neighbour."

Monday, 2nd April, 1928.

8 p.m.: Special Service for Scripture Union.

Wednesday, 4th April, 1928.

6 p.m.: Evening Prayer, Litany & Address.

Thursday, 5th April, 1928.

7 a.m.: Holy Communion.

6 p.m.: The Choir will render special music.

Good Friday, 6th April, 1928.

11 a.m.: Morning Prayer & Sermon.

6 p.m.: Evening Prayer & Litany; Preacher: Mr. J. H. Hunt.

## WESLEYAN METHODIST CHURCH.

Queen's-road East, Wanchai (near Royal Naval Hospital).

Sunday, April 1st, 1927.

Morning Service, 10.15 o'clock.

Subject: "The death of the Cross."

Preacher: Rev. J. C. Knight Anstey.

Afternoon 3 o'clock: Sunday School.

Evening Service, 6 o'clock.

Preacher: Rev. J. Kirk Macdonald.

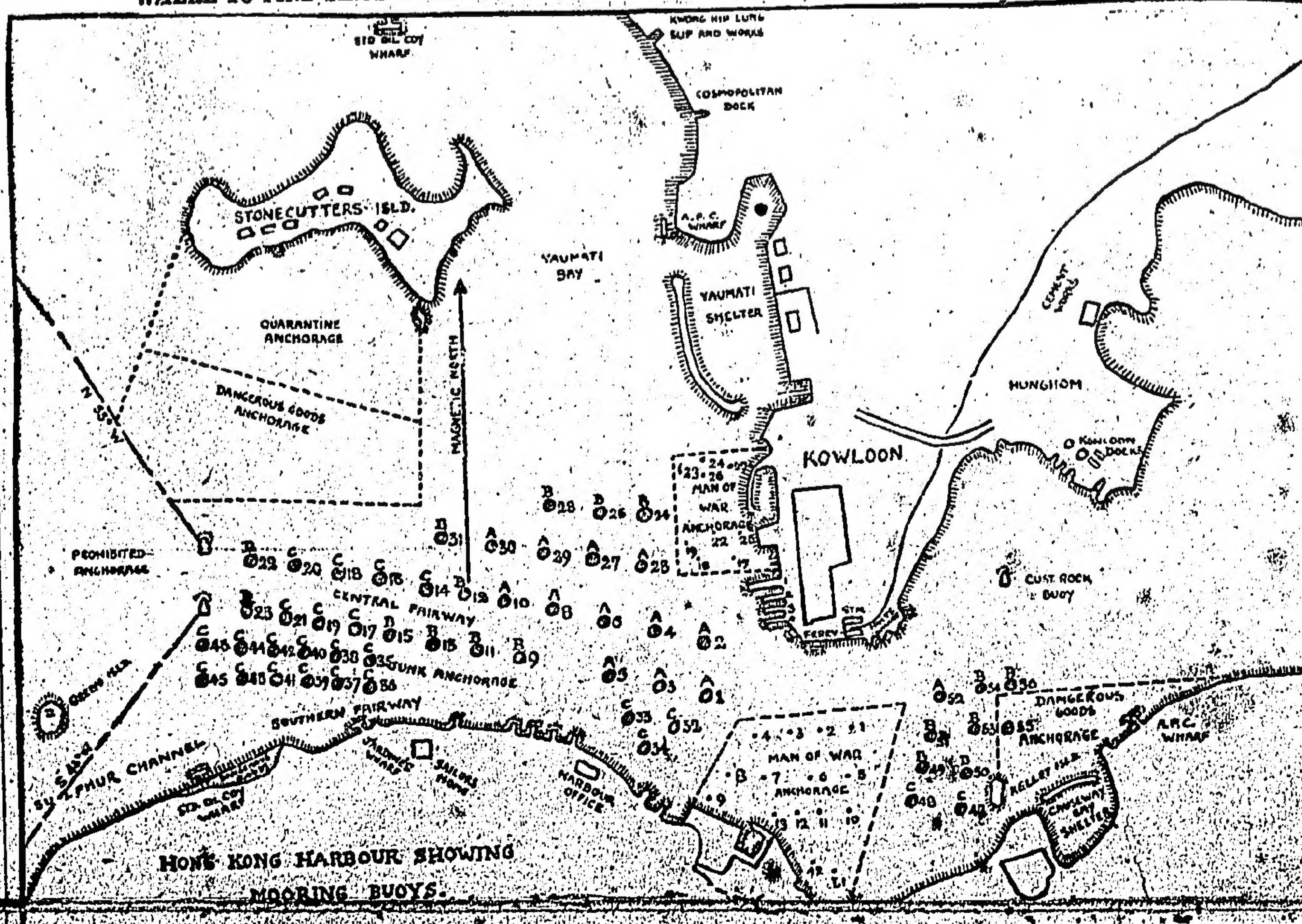
Sailors' & Soldiers' Home, Arsenal-street.

Sunday: 3 p.m., Mr. May's Bible Class; 8.15, Service Men's Hour.

Monday: 3 p.m. Ladies' Church Aid Meeting.

Wednesday: 8.15 p.m., "Gospel Meeting for Service Men only."

## WHERE TO FIND SHIPS IN HONG KONG HARBOUR—CHART OF THE PRINCIPAL MOORING BUOYS.





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## SMUGGLING CHINESE CONCERTED POLICE ACTION IN ENGLISH SEAPORTS.

CHINA TOWN UNEASY.

London Feb. 25.  
There was consternation in all the "Chinatowns" of the ports—London, Liverpool, Cardiff and elsewhere—early one morning this week as a result of a police raid. Under an order of the Home Office the police descended suddenly at a fixed hour on the unsuspecting Celestials and arrested everyone who could not produce satisfactory identification papers. The raid was carefully planned and well carried out.

For some time there has been a suspicion that numbers of Chinese have been smuggled into this country by their fellow countrymen resident in England to work in Chinese laundries, restaurants and other establishments, and there is reason to believe that some were engaged in illicit drug traffic.

It is said by people who are supposed to know all about such things, that of late scarcely any ship with Chinese among the crew has called at a port in Great Britain without the disappearance of some of its members, and it is believed that many Chinese have been hidden among the cargo during the voyage from the Far East.

The Elusive Chinese.

Hitherto efforts by the police to obtain complete records of Chinese among the floating population in seaport towns and cities have failed owing to the elusive character of the "suspects." To the ordinary man here, whether police officer or not, one Chinese seems as like another as two peas; and there have been instances of ten or a dozen living in a house where only three have been registered. The others could never be traced. Always in some mysterious way as soon as a policeman appeared in the vicinity the "wanted" individuals vanished.

All the Chinese without identification papers discovered in the present raid are being dealt with under the Aliens' Registration Act. Many of them will be deported. I may say, however, that for a reason nobody seems able to explain, the yellow population in the ports has diminished in recent years. This is particularly true of Limehouse, the Chinese quarters in the East End of London. This is the district round about Pennyfields where our country cousins sometimes go even now, with a child-like faith that is almost pathetic, hoping to discover "opium dens" as graphically described in novels, and to see almond-eyed gentlemen with an inscrutable smile playing fan-tan!

## TRADE PROSPERITY.

(Continued from Page 2.)

through the Empire, it is difficult to overestimate the strength of this great current of interest in the Imperial problem. It will increasingly affect for the better the agriculture and the industries of all the nations concerned. Immigration will develop the productive powers of the Dominions and Colonies, and at the same time the Home Country will benefit by similar increase of employment overseas for those for whom it may be difficult to find work at home. No one, I am sure, could visit our great Dominions, as the Duchess and I have had the good fortune to do, without bringing back an unshakable belief in the future which awaits these young countries and their vigorous peoples. (Cheers.)

Our distinguished visitors will forgive me if I have spoken mainly on our domestic interests. I would plead in the first place the nature of the occasion, and in the second place that healthy trade conditions in any country are beneficial not only to that country itself, but to all peoples with whom that country trades. International trade is and always has been one of the great civilising forces of the world. When, therefore, we seek and find hopeful signs for the immediate future of British trade, we are discovering symptoms of improved commerce throughout the world. (Hear, hear.)

It is in this spirit that I commend to you the toast of "The British Industries Fair." May it go from strength to strength, bringing in its train a constant increase in the volume of trade, in opportunities for employment of labour, in the prosperity of all those who do business within its walls. (Cheers.)

## AT ALL AGES.

If you are young Pinkettes—taken when necessary—will help you keep in perfect physical condition by ensuring daily functional regularity. If middle-aged, Pinkettes will keep your liver active, your complexion fresh, your brain clear. To remedy that bane of the elderly, chronic

## PINKETTES

constipation, Pinkettes are perfection, because they are not habit-forming and neither pain nor purge. They also aid digestion, banish bilious attacks and sick headaches, quickly relieve Piles. Your chemist sells them, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60 Kiango Road, Shanghai, Let Pinkettes

KEEP YOU WELL

## MR. McD. HASTINGS.

MACDONALD HASTINGS DEAD.

NOTED AUTHOR & PLAYWRIGHT.

Mr. Basil Macdonald Hastings, the well-known author and journalist, died in a London nursing home at the age of 47, after a long and painful illness which he bore with great pluck.

"Mr. Hastings first came into prominence as the author of "The New Sin."  
This powerful play, remarkable in that it had no woman in the cast, was produced at the Royalty Theatre in February, 1912, and has several times been revived, both in England and in America.

The son of a solicitor and educated at Stonyhurst (he was a devout Roman Catholic), Macdonald Hastings began his career as a clerk in the War Office.

He wrote verses, short stories, and amusing essays in his spare time, and as these became more and more generally accepted, he determined to become a journalist, and joined the staff of "The By-stander."

The stage attracted him also, and his sketches were found in many popular reviews.

His more serious dramatic work was mainly confined to "The New Sin," and a collaboration with Joseph Conrad in "Victory."

With Eden Philpotts he wrote "Dead Rock" and "The Angel in the House."

Plays Full of Wit.

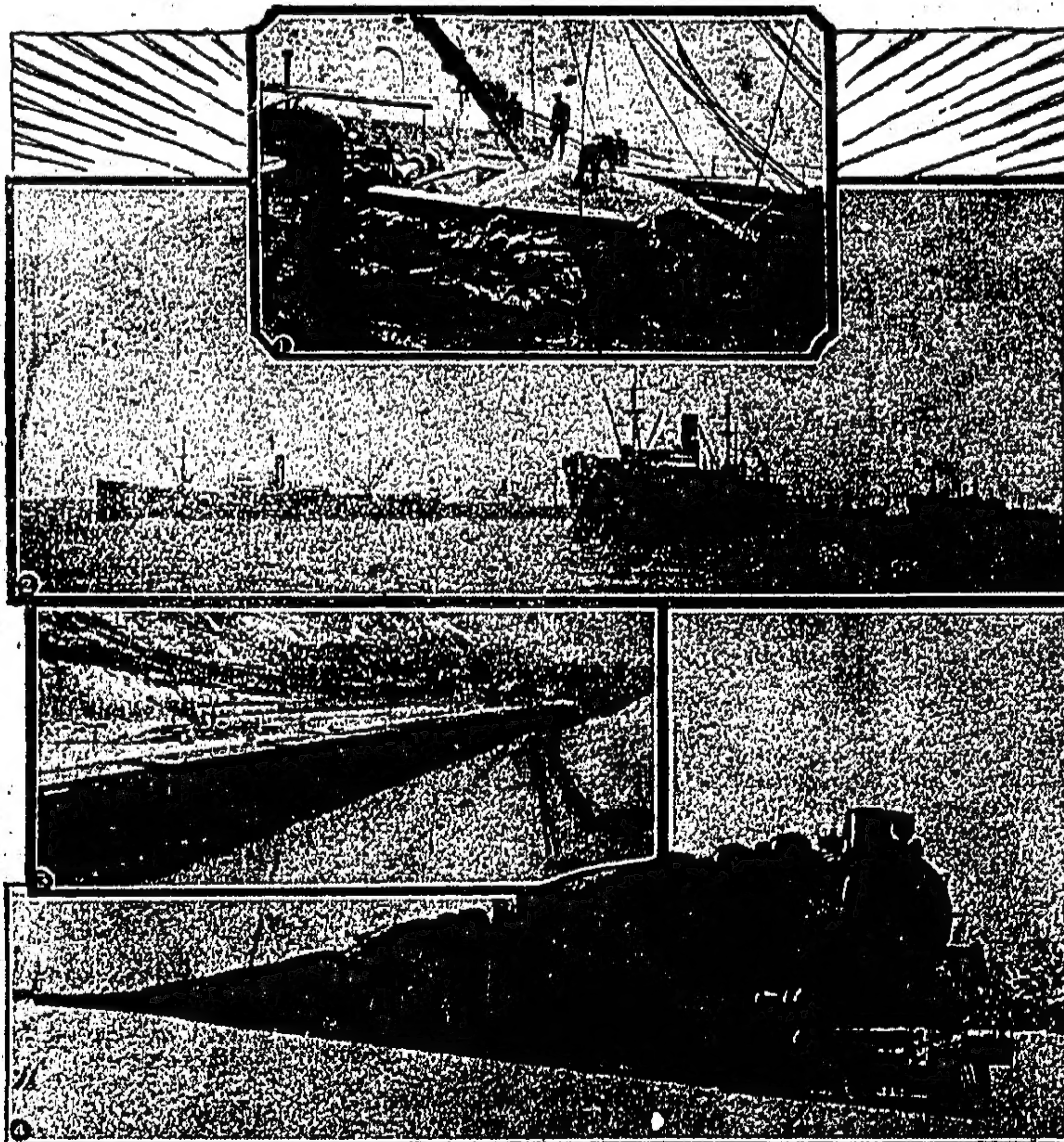
"Love and What Then," "A Certain Livelihood" (which, produced by Seymour Hicks, could be called a brilliant failure), and "Advertisement" were full of wit, and obviously the work of a man who had his own brand of philosophy. "Hanky Panky John," his only attempt at sheer farce, was disappointing, though ingenious.

He travelled to America to produce his dramatisation (for Cyril Maude) of A. S. M. Hutchinson's "If Winter Comes," but this "best-seller" made, as a play, comparatively little appeal.

Macdonald Hastings knew a great deal about the theatre, and acted for a time as dramatic critic of the "Daily Express." He could express his dislikes, both in public and in private, pretty pungently; but he was beloved by a wide circle of friends for his kindness, his fearless and vigorous expression of opinion, and his courage in, towards the end, most difficult circumstances.

The Peking Waichiao, according to the vernacular press, has lodged a protest with Soviet Russia against the latter's aggressive policy in Outer Mongolia.

## 65,000,000 Bushels of Grain Move West



1. A Canadian Pacific freight boat being loaded with grain. 2. Bound for far countries carrying some of Canada's golden crop. 3. Part of a grain train passing through the mountainous regions of the west.

Over 65,000,000 bushels of grain will be carried into the port of Vancouver for the twelve months ending March 31 next according to estimated figures issued from the offices of E. D. Cotterell, Winnipeg, Man., superintendent of transportation for the western lines of the Canadian Pacific Railway.

These figures will establish a record. In fact they show enormous strides since 1922—the first year that the Canadian Pacific Railway handled any quantity of grain to the western coast.

Up to and including January 21 of the present year, a total of 22,588,573 bushels have been shipped by boat from the port of Vancouver. Of this amount 28,756,000 bushels to the United Kingdom; 8,722,045 bushels to the Orient and 244,557 bushels to other countries.

It is interesting to note that up to January 21, the Canadian Pacific railway loaded on western lines this season 125,481 cars of grain of all kinds. If placed end to end this vast collection of cars would stretch approximately 1,170 miles and a train, travelling at the fast rate of 60 miles an hour, would take nearly twenty hours to pass them.

Very few people know that the very extensive and expensive facilities provided by the Canadian Pacific railway to handle the annual grain crop on western lines remain idle, comparatively speaking, for about two thirds of the year, and



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